SECTION No. XVI

Previous references See XV

File No. 16/g. of 1934-35-36.

Later references See: XVII of 1936-37-38

Serial Nos.

RAILWAY SECRETARIAT

SUBJECT

Correspondence relating the Construction of the Chamarajanagar - Satyamangalam Railway.

WD 117—GPB—3,000—30-7-35

Contains minutes of meeting held in the Cab of Madras Secd; on 6. 8. 35 in regard to the above.

Railway Secretariat. | File No. | of 193 .

Serial No.

Letter no: F. 715-35/R.O. II of 9th July 1935 from the Secretary to the Hon'ble the Resident in Mysore. Re:- Chamarajnagar - Satyamangalam Rly., Extension.

1. The Residency requests to have the views of the Mysore Govt., on the Satyamangalam - Palni line being furnished to them for communication to the Govt: of Madras.

2. A copy of the Residency together with its enclosure may be sent to the Agent, Mayo. Rly for favour of remarks.

Submitted

24/7/35 A - will be d

Dewan)

W. 55/156.
26.7.35.

DEPUTY'S OFFICE
26 JULY 1935
No. 618

RAILWAY SECRETARIAT
27 JUL 1935
GOVT OF MYSORE

WD-1332—GBRM—2 500—12-3-

Submitted

Ry. F 4]

Railway Secretariat. File No. of 193 .

Serial No.

(P.W.D)

Letter no: 75 of 18th August '35 from the Agent. Mayp. Rys. Re:- Chamarajanagar - Satyamangalam Ry., Extension.

5. The Agent who was asked to offer his remarks in regard to the Satyamangalam - Palni line (P.W.D) states that he is not in a position to say anything about the prospects of the Satyamangalam - Tiruppur - Palni Ry., from local traffic though the line is sure to pay as part of a through route when Satyamangalam is connected to Chamarajanagar.

6. As the Residency have requested this Govt., to furnish the views of the Mayor Govt., on the Satyamangalam Palni line for communication to the Govt. of Madras, a draft reply is submitted and this may perhaps be issued with the approval of the Dewan.

Sd/- H.G. 7/8

Draft (vide D) submitted for t/o appl.

2. No remarks are offered on the draft - vide A or vide C as the Agents have not asked for remarks on this point - & also because it

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat.

File No. of 193 .

Serial No.

DEWAN'S OFFICE
7 AUG. 1935
No. A 150

D. 87/244
7.8.35

RAILWAY SECRETARIAT
6. AUG. 1935
GOVERNMENT OF MYSORE.

raises Controversial issue between road & rail Connection.

Submitted
Dewan; 7/8/35

I will make them if any harm in making the proposals. It will help the organisation for ~~the~~ railways the Conference this Sunday.

7-8-35

Issued R.S. no. 3509 9.8.35

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. File No. of 193 .

Serial No.

Returned with compliments.

A discussion took place at Madras. Mr.P.R Rau, the Financial Commissioner for Railways presided and those present were the Agent, M.&.S.M. Ry., the Agent, South Indian Railway, Mr.Scott Brown on behalf of the Madras Government, the President of the Coimbatore District Board and myself.

The discussion centred round the difficulties of construction of the line, the paying possibilities, bus competition and whether or not Roads would not move the required traffic instead of a costly railway.

I put forward, to the best of my ability, the views of the Mysore Government on the subject of this important connection and Mr.Rau said he would write to the Mysore Government immediately he had consulted the Railway Board and the -- Government of India on the subject.

I have told the Dewan personally the result of the meeting.

Agent,
Mysore Railways.

T&T No. 1355
16/8/35

Railway Secretary)
with compliments.)

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. | File No. of 193 .

Serial No.

D.O.letter dated 17th August 1935 from the Agent, Mysore Railways, re.-Chamarajanagar Satyamangalam Line.

***

I submit herewith, for information, a copy of the Minutes (S) of the Meeting held at Madras on the 6th instant on the Chamarajanagar Satyamangalam line. (E)

As decided in para 12 of the minutes of the Meeting, further communication from the Government of India may be awaited.

Secretary for Railways, Government of Mysore.

Submitted
Dewan.

D. 102/345
20. 8. 35

Please see Copies of correspondence between Mr & Mr Rau & Mr Lytton - enclosed - Mr Rau has also sent his note. Please put up.

20-8-35

Submitted to First and Second Members of Council for information.

Secretary for Railways, Government of Mysore.

D. 13/345

NOTE—Contd. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. | File No. | of 193 .

P.U.D

Serial No.

D.O.letter No.516-W. dated 14th Septr., 3[illegible] from Mr.P.R.Rau, Financial Commissioner of Railways, Railway Board, re:-Chamarajanagar-Satyamangalam extension. -----

A copy of the above demi-official letter will be sent to the Agent, Mysore Railways, for remarks, as minuted by the Dewan.

This may perhaps, be submitted to the Members of Council for favour of perusal.

Subd
8/B
19/9/35

H.
19/9.

Submitted

20/9/35

I Member
II Member

D.21/525
20. 9. 35.

OFFICE OF THE [illegible] MEMBER OF COUNCIL
20 SEPT. 1935
Nr. 2286

by
20/9

1903
20.9.35

for
23/9

Submitted with a draft for favour of appl.

RAILWAY SECRETARIAT
24. SEP. 1935
GOVERNMENT OF MYSORE

8/B
24/9

H.
23/9

A.
23/9.

Issued vide Letter no: 6488 dy 26/9/35

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. | File No. of 193 .

P.W.D

Serial No.

Letter No.231 dated 17th October 1935 from the Agent, Mysore Railways, re:-Chamarajanagar-Satyamangalam Extension.

---

1. As minuted by the Dewan, the Agent Mysore Railways, who was consulted in regard to the points mentioned by Mr.P.R.Rau, Financial Commissioner for Railways, in his demi-official letter dated 14th September 1935 to the address of the Dewan in regard to the Chamarajanagar-Satyamangalam extension, has now submitted a note explaining the position.

2. In para 6 of his note the Agent states that it is a matter of considerable surprise that the Government of India should put forward proposals that really mean asking the Government of Mysore to take all risks for a considerable section of line in British India and guarantee it against loss while all the benefits go to some one else.

3. The Agent is of opinion that it does not seem to be worth while going into the question of the cost of the survey as the Government of India are not willing to undertake it "unless they can be guaranteed against a loss in respect of the whole undertaking" and that such a comprehensive guarantee cannot be undertaken by this Government.

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. File No. of 193 .

DEWAN'S OFFICE
25 OCT. 1935
No. 2125

Serial No.

A

4. The remarks of the Agent, in regard to the suggestion (A) of Sir Charles Todhunter, Private Secretary to His Highness, [illegible] to the establishing a first class bus and lorry service from Chamarajanagar to Palladam, is awaited.

A

5. This may perhaps be submitted to the Dewan for favour of orders in regard to the reply to be sent to Mr.P.R.Rau in reply to his demi-official letter (Q) dated 14th September 1935.

Subject
HPS
23/10.35
HG
26/10

A.b The Agent's remarks are at slip 3. We may await Agent's remarks on Sir Ch Todhunter's suggestions.

7. 2-D do not think a reply to Mr PR Rau is necessary.

Submitted
Dewan

MR
26/10/35

Have we heard anything from the Govt of India on the subject? If not some action has to be taken as we are willing that on grounds of health we should allow this.

MG
25-10-35

D 187/675
25-10-35.

29 OCT. 1935
GOVERNMENT OF MYSORE.

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. | File No. of 193 .

(R)

Serial No.

9. The demi-official letter received from Mr. R. C. Morris, is also placed below.

10. This may, perhaps, be referred un-officially to the Agent, Mysore Railways, for favour of preparing a suitable draft letter for issue to the Government of India, with reference to the Dewan's minutes dated 25-10-1935.

Subb 13/11 13/11

13/11/35

11 Agent M(E).

O 11/726 14-11-35.

12

A draft letter to the Secretary to the Hon'ble the Resident in Mysore is placed below, for issue with the approval of Government.

Railway Secretary) with compliments.)

Agent, Mysore Railways.

RAILWAY SECRETARIAT 26 DEC. 1935 GOVERNMENT OF MYSORE

13 Submitted for the approval of the draft.

Dewan)

30/12/35

D. no: 726 30/12/35

DEWAN'S OFFICE 30 DEC. 1935

14

31-12-35

SECRETARIAT 2. JAN. 1936 MYSORE

Note—Corrn. Sheet No. 425

WD 665—GBPM—5,000—21-9-31

D 1186 This should be for favour of signature 31/12/35.

RAILWAY SECRETARIAT.

Abstract of Important references received on .....20th. January 1936.

Serial No.	From whom received	Brief abstract.
1).	The Secretary to the Hon'ble the Resident in Mysore, Bangalore. (No.F.72-36/R.O.II dated 18th January 1936).	Intimates that - letter (Slip R) No.R.3.1260 dated the 3rd J... 1936 regarding Chamarajan... Satyamangalam Railway exte... has been forwarded to the Gov... ment of India for their con...tion and a copy also to the G... ment of Madras.

RAILWAY SECRETARIAT
22 JAN 1936
GOVERNMENT OF MYSORE.

15

Submit as desired.

20-1-36

Submitted at Bangalore 21 Jan.

303/1256

20.1.36.

Bangalore,.....20th January..193 6.

21/1/36

for Secretary to the Government of Mysore for Railways.

DEWAN'S OFFICE
20 JAN 1936
No. 4555

To

Amin-ul-Mulk Sir Mirza M. Ismail, K.C.I.E., C.B.E.,

DEWAN OF MYSORE.

WD 709—GPB—500—6.11.35

Ry. F 4]

Railway Secretariat. | File No. of 193

DEWAN'S OFFICE
23 JAN. 1936
No. 4536

Serial No.

Chamarajanagar-Satyamangalam Ry.,

303/1256
23.1.36

16 submitted with the main file with reference to the Dewan's minutes (H) dated 20th January 1936.

By order,

NShriainayya
23/1/36
for Secretary for Railways
Government of Mysore.

22/1

17 Copy of letter sent to Govt. of I
Draft sub for his kind perusal

28-1-36

18 Max Nos the file contains the Compendium which was prepared on the subject in 1916 (B)

19 The file submitted herewith.

Dewan)

29/1/36

D. 311/1256
29-1-36

DEWAN'S OFFICE
29 JAN. 1936
No. 4679

20 Seen. Max

29-1-36

21. DSN. H. 30/1/36

...TE—Contn. Sheet.

WD 664—GBPM—5,000—21-9-31.

Ry. F 4]

Railway Secretariat. File No. of 193 .

Serial No.

DEWAN'S OFFICE
31 JAN. 1936
No. 4.7.4.9

316/1256
31.1.36.

Submitted with a draft note of submission as per Para 17. Dewan's minutes of 28.1.1936.

M. A. 31/1/36.

Dewan). Secretary for Rep., Govt. of Kaipore.
30/1

Mr
31-1-36

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Submitted to His Highness.

I submit herewith for the gracious perusal of His Highness a copy of the Railway Secretary's letter No.R.S. 1260 of 3rd January 1936 addressed to the Secretary to the Hon'ble the Resident in Mysore in regard to the construction of the Chamarajanagar - Satyamangalam Railway.

Mirza M. Ismail

Bangalore, DEWAN.

31st January 1936.

Record of Cases submitted for the Orders of

His Highness the Maharaja.

No. 417
1.2.36.

Subject.

Letter to the Residency regarding the construction of the Chamarajanagar-Satyamangalam Railway.

C. Secy
MS
4-2-36

No. 401

Order.

~~KRW~~
3/2/36

Ans
5-2-36

SUBJECT:- Letter to the Residency regarding the Construction of the Chamarajanagar - Satyamangal Railway.

RAILWAY SECRETARIAT
6. FEB. 1936
GOVERNMENT OF MYSORE.

(*)

31. All urgent or confidential files returned with His Highness' orders may in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at Head-quarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to Members of Council for perusal of His Highness' orders before/after issue of orders. (*Vide Rules* 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

Chief Secretary to Government.

Through the Secretary to Government,

Railway Department.

Submitted
4/2/36.

FIRST MEMBER OF COUNCIL.

457/1256
5/2/32
6.2.36

5/2
6/2

SECOND MEMBER OF COUNCIL.

5956
7/2

7/2/36

Railway Secretary
With Compliments.

Record for the present.
10.2.36

4/2/36

NOTE.—Contn. sheet.

Ry. F 4]

Railway Secretariat. | File No. of 193

P.U.D

Serial No.

D.O. no: 501 of 11. 3. 36
from the Agent, Mayp. Rys., Re:-
Running bus and lorry services
between Chamarajanagar and
Tiruppur Via Satyamangalam
and Gopichettipalayam.

In his demi-official letter (Q)
12-10-36, Sir Charles Todhunter
suggested the desirability of
establishing a first class bus and
lorry service from Chamarajanagar
to Palladam.

The Agent, Mayp. Rys., who was (B)
consulted in the matter, as per the
Dewan's minutes of 12-10-35 (Q) stated (R)
that enquiries will be made as to
the possibilities regarding Sir
Charles Todhunter's proposals (Slip R).

From enquiries made by the
Agent, the District Magistrate,
Coimbatore, (W) states that owing to
the fact that the Services already
licensed on most of the routes are
adequate, he regrets the inability to
license the buses of the Mayore Rys.,
between Chamarajanagar and
Tiruppur and that he would

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. File No. of 193

Serial No.

However, consider the question of permitting a few trips between Chamarajanagar and Satyamangala if the Mysore authorities would grant reciprocal facilities for the Coimbatore District buses to run from Satyamangalam to Chamaraja nagar. P.U.D

The Agent considers that it is no use of our going up to Satyamangala and therefore the proposal must be dropped.

This may be submitted to the Dewan for favour of perusal with reference to Dewan's minutes of 12-10-35.

Secy) 14/3/36

14/3

A - Submitted for info.

Dewan) 14/3/36

383/1549 14 3 36

DEWAN'S OFFICE 14 MAR. 1936 No. 5578

RAILWAY SECRETARIAT 16 MAR. 1936 GOVERNMENT OF MYSORE

14-3-36

Hon. We to the Private Secy to His Highness for information please

D. No: 1549 17.3.36.

17/3/36

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. File No. of 193 .

C No. 1372

Serial No.

RAILWAY SECRETARIAT
20 MAR. 1936
GOVERNMENT OF MYSORE.

Perused and returned with compliments and thanks.

I understand that there is now a through connection between Podanur and Danushkodi, leaving Podanur at 1-55 and joining the boat mail at Madura at 10-25.

It would seem a possibility that the South Indian Railway would welcome the starting of a service of one bus a day from Mysore or Chamrajnagar to connect with this train and with the corresponding train the other way.

If this could be arranged and well advertised, it would give the germ of a through connection, and personally I believe that, once that was started, it would grow of itself.

If the buses ran from Mysore, the District Magistrate's desire for reciprocity would be satisfied as the distance run in the two jurisdictions would be roughly equal. Possibly he could be placated further by a scheme for joint ownership by the two Railways.

Private Secretary
to H.F. the Maharaja of Mysore.
19-3-1936

This will be sent—
Nor to Agent for his remarks,

DEWAN'S OFFICE
20 MAR. 1936
No. 5744

RAILWAY SECRETARIAT
23 MAR. 1936
GOVERNMENT OF MYSORE.

402/1549 20.3.36.

WD 1331—GBPM—2,500—9-3-34.

Note—Contin. sheet

20/3/36

Secondly

20-3-36.

Ry. F 4]

Railway Secretariat. | File No. of 193 .

Serial No.

34/1549
25.3.36.

(A)

OFFICE OF THE AGENT
MAR 27 1936
MYSORE RAILWAYS

7557

Forwarded with Compliments to the Agent-M.Rly., for information of officials.

B.O.

Silvanay
25/3
for Secy. for Rly.
Govt. of Mysore

Sd. 23/3

Ure

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. | File No. | of 193

Serial No.

1 The Communication referred to in Sir Cyril Hirtzel Russell's reply in the Council of State is the one received here on 18/9/35 — a D.O addressed to the Dewan by the Secretary to the Rly Board, Simla requesting to know from the Mysore Govt. what all the difficulties in the way of consideration of the Channarayanapur - Salyam Salem extension the Mysore Govt. was still inclined to push on with the Salem-Erode section would be prepared to incur any cost from Surveys necessary & bear the loss of Surveys necessary & also guarantee the loss of Indian against loss. The letter cannot be found up as the entire file is now with the Agent.

Sir Cy. Russell's statement that the Govt. have not yet replied does not indicate the facts quite correctly since a reply containing the proposal of the Durbar has been sent to the Residency on 3.1.36.

(Rly Secretary) NSR 27.6.36.

2 Seen Rly Bd 27/6

KMK 27/6

Note—Contn. Sheet.

WD 664—GBPM—5,000—21-9-31.

DEWAN'S OFFICE
25 APR. 1936
No.....

3

RAILWAY EXTENSION TO SATYAMANGALAM

QUESTIONS IN COUNCIL OF STATE

(ASSOCIATED PRESS OF INDIA.)

NEW DELHI (By Mail).

In the Council of State on April 20, Mr. V. C. Vellingiri Gounder asked: Will the Government be pleased to state, at what stage the proposal stands of extending the Mysore-Chamrajnagar Railway to Satyamangalam and of making thence a through connection to the Southern Districts of Madras?

Sir Guthrie Russell: The Mysore Government have recommended this line being built. The investigations made some years ago are now out of date and further surveys will be necessary before the project can be considered in detail. The Mysore Government have been asked if they are willing to pay for these surveys, but have not yet replied.

Mr. Vellingiri Gounder: Did the traffic and engineering surveys made several years back regarding this extension, show a fair return of income?

Sir Guthrie Russell: No. Allowing for losses to existing lines, the return on the line between Mardanahalli and Satyamangalam was estimated at 1.29 per cent, between Satyamangalam and Palni 2.76 per cent by direct route, and 4.34 per cent by Kangyam route, between Satyamangalam and Mettupalayam 1.93 per cent. Since these estimates were made there has been a considerable increase in motor traffic in the plains sections, which will certainly reduce the earnings and made the project still less remunerative. Government cannot therefore embark on the project without a guarantee against loss, nor settle the amount of the guarantee without a full investigation including both an engineering and traffic survey.

Mr. Gounder: Is this proposed extension of the Railway the only possible short route from Poona to South India?

Sir G. Russell: In point of distance it is shorter than the existing routes.

Mr. Gounder: Has the M. and S. M. Railway raised objections to this proposed railway extension?

Sir G. Russell: When the project was considered in 1928, the Board of the Madras and Southern Mahratta Railway stated that if the Railway Board were satisfied that the construction was justified, they would raise no objection to it.

4

Rs Secy

Subd for kind perusal

25/4

Ce 5 Please let us have

25/4

25/4

Get kind file from Mr Agent & Mysore route

27.4.36.

Submit with a draft for

27-4-36

RB favour of appl.

27.4

Serial No.

Railway Extension to Satyamangalam.

Slip W

7. For reasons explained in his D.O. letter no: 516-W. of 14-9-'35, Mr. P. R. Rao, Financial Commissioner, Railways Board, enquired whether the Mysore Govt., would like

(a) to bear the cost of the Survey if the expenditure proves infructuous, and

(b) to guarantee the Govt: of India against loss on the whole undertaking.

Slip R

8. In Railway Secretary's letter no: 1260 of 3-1-936, the Secretary to the Hon'ble the Resident in Mysore was requested to place before the Govt: of India the following proposals of the Mysore Govt., and urge for its kind acceptance:-

"The Durbar are prepared if permitted, to undertake the construction of the entire line from Chamarajanagar to

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Serial No.

Satyamangalam subject to the following conditions, Viz:—

(1) Satyamangalam to be connected with Palni by a Metre Gauge Railway Via Tiruppur or in the alternative with Podanur by means of a Metre Gauge Railway to Mettupalayam and a third rail between Mettupalayam and Podanur.

(2) The Durbar to be allowed to work the line up to Satyamangalam as a part of their system with permission to charge up to double the usual maximum rates on the Ghat section.

(3) The traffic between the Nagpur Railways and via and the South Indian Ry., to be allowed to take the shortest and most natural route without impediment.

Slip F

9. In their letter no. F. 72/36 R.O. II of 18. 1. 1936, the Residency have acknowledged our communication and have stated that it has been forwarded to the

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. File No. of 193 .

Serial No.

Govt. of India for their consideration.

Subd
GSB
4/5 Ry

NSB
2.5.36

(O Dewan)

Dr
2-5-36
NSB

1849

2/5. 11 I mark draw Sir G. Russell attention to said bill of ours Put up a copy of the bill, forwarding a copy of the bill

DEWAN'S OFFICE
2 MAY 1936
No. 6241

The secretary was directed with a letter must be put up. Letter may be so attached
NSB
4/5

Dr
2-5-36

12 Submitted with a draft for favour of approval.

GSB
4/5 Ry

Secy) two alternative drafts of bills for consideration

Letter
4/5/36

U.O. 179
5.5.36.

Dewan)

Dr
4/5

DEWAN'S OFFICE
5 MAY 1936
No. 6809

RAILWAY SECRETARIAT
7. MAY 1936
GOVERNMENT OF MYSORE

14.

Dr
5-5-36

15. Letter issued by Dewan.

Dr
8/5/36

NSB
7/5/36

Note—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. File No. of 193 .

Slip P.U.D

Serial No.

D. O. no: 516-W. of 15th May 936 from the Chief Commissioner of Railways, Re:- Chamarajanagar-Satyamangalam Ry., Extension.

16. In reply to the Dewan's D.O. of 6th May 936, the Chief Commissioner of Railways, states among other things that the Govt: of India are not in a position to face these losses etc.,

Slip I P.U.D

17. The previous papers connected with this case have been sent to the Agent, Mgp. Ry. (Slip Q.)

18. This may perhaps be referred to the Agent, for favour of remarks.

Subs
26/5

typed
Agent with compliments & favour of furnishing his views
D. O
26/5

45/1966
26.5.36.

OFFICE OF THE AGENT
MAY 27 1936
MYSORE RAILWAY

9217

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

1 5. JUN. 1936 F. GOVT OF MYSORE.

F.

Serial No.

20 The Chief Commissioner for Railways states that, in this Government's letter No.R.S 1260 of 3rd January 1936, the question of the guarantee against losses on lines beyond Satyamangalam has not been answered. He points out that the Government of India cannot bear these losses and even to estimate them, fresh Engineering and Traffic Surveys are necessary.

21 2. In para 2 of the letter of 3rd January, it has been stated that in making an offer of a guarantee on the line up to Satyamangalam, the Durbar had gone as far as they could and that they could not undertake further liabilities for lines beyond Satya mangalam.

22. 3. As regards surveys, the Government of India want to make these just to estimate the loss that would be sustained by building the lines and the guarantees required to protect themselves against it. It is certainly not necessary or desirable for this Government to spend lakhs of rupees to get these figures. So much money has already been spent on Engineering and Traffic Surveys for this line, that further expenditure in this direction is not justifiable unless there is a prospect of the surveys being immediately followed by construction. If this Government is to be allowed to construct the line, this Railway can take up

WD 1331—GBPM—2,500—9-3-34.

Serial No.

final location surveys and furnish the result to the Government of India.

23 4. One of the conditions under whic this Government offered to construct the line from Chamarajanagar to Satyamangalam was that the Government of India should continue the li beyond Satyamangalam and link it up with the South Indian Railway Metre Gauge system either at Palni or at Podanur. The line from Satya-mangalam to Palni would involve the constructi of 104 miles of new M.G.Railway, while the alt native involves the construction of only 30 mi of new M.G.Railway and the laying of a third - rail for 25 miles on the Broad Gauge line from Mettupalaiyam to Podanur. If the line to Mettu-palaiyam is taken off from Kottamangalam at the foot of the Ghat instead of from Satyamangalam, another 8 miles of new construction could be saved. If the Government of India are not pre-pared to face even this expenditure, this Govern-ment may undertake to build the line right up to Mettupalaiyam, in which case the Government of India will have to find the capital for only the conversion of the Mettupalaiyam-Podanur section to Metre Gauge. The construction of the line up to Mettupalaiyam instead of up to Satyamanga-lam would add comparatively very little to the responsibility to be undertaken by this Govern-ment, as a line from Chamarajanagar to Mettu-palaiyam

WD 1331—GBPM—2,500—9-3-34.

Serial No.

via Kottamangalam would be 70 miles long -- against 56 miles to Satyamangalam, the extra mileage being in plain country.

24. 5. This proposal would relieve the Government of India of all need to incur heavy capital expenditure and there should be no need for elaborate surveys merely to find out whether there would be a proper return on such expenditure. If the Government of India are not satisfied even with this but want to be compensated for diversion of traffic from existing lines, which was also mentioned in Mr.Rao's letter dated 14-9-1935, then it may not be of much use pursuing the question further.

Slip W.

A g e n t,
Mysore Railways.

TK No. 9217
12/6/36

Railway Secretary)
with compliments.)

25. The Agent, Mayp. Ry., has furnished his remarks in regard to the above, vide paras 20 to 24 of notes. He has also submitted for consideration of Govt., a draft letter to the Chief Commissioner of Rys., in reply to his D.O. letter of 15th May 1936.

Slip A

P.U.D

WD 1331—GBPM—2,500—9-3-34.

Ry. F 4]

Railway Secretariat. File No. of 193 .

6741

Chamarajanagar - Satyamangalam Ry.

Serial No.

26. Kind reference is invited to the Dewan's minutes of 20.5.936. (Slip P.W.D).

Sd/- 15/6. 20/6/36. Dewan).

22-6-36

28 N trip is apptd.

22-6-36

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

22nd June 1936.

I have to thank you for your D.O. No.516-W., of the 15th May.

I note that the Government of India think that, before considering the question of a line to connect Chamarajanagar with the South Indian Railway, a new Engineering and Traffic survey is essential. The Mysore Government, however, feel that so much money has already been spent on these surveys, that further expenditure in this direction is justifiable only if such surveys are intended to be followed by early construction. I also feel that if a survey is essential, the Mysore Government who have competent Railway Engineers and Traffic staff of their own can undertake the work satisfactorily instead of paying the South Indian Railway two lakhs for the work. If, however, the South Indian Railway feel that their

6141

29 I thought this was to go from the Agent himself. Is it any use to ask him again after this recent talk?

C. Secy 23-6-36

30 Recd.

31 I have consulted the Agent. Sir Lindsay feels that as this is a reply to a d.o. letter sent by the Dewan, it is best sent over the Dewan's signature if it is to be sent at all. He considers, however

that if the Dewan approves, it will do if a suitable official reply is sent by me in reply to the official letter since received

Dewan)

24-6-36

32 Mr. Bobb
a little Court
Journ.

24-6-36

33 Article 4 Rys.
Please redraft

25-6-36

OF THE
MEMBER OF CO
JULY 193
181

34 Draft reply, prepared in consultation with the Agent, Mysore Rys is submitted for approval.

6-7-36

2nd Remember
1 Remember
third Final Letter

2/33
6/7.

FINANCIAL SECRETARIAT
U.O.No. Fi. 21/1...
7. JUL. 1936
BANGALORE

14/2133
8-7-36.

2/7
W
8/7

35 The portion marked A in the Draft may be made clear

DEW. 'S OFFICE
1936
No. 292

DEW
10/7/36

36 Revised & resubmitted
2nd Remember).

13-7-36.
Draft approved

RAILWAY SECRETARIAT
13. JUL. 1936
GOVERNMENT OF MYSORE.

1 Remember).

DEW
13/7/36

RAILWAY SECRETA
7 - AUG. 1936
GOVERNMENT OF MYSORE

21/2133
13-7-36

37 I have scrutinised the draft & approved, it will be issued.

FIRST MEMBER (F L JUNGA)
13 JULY 1936
33-8.

Dewan) 38 6/8 22/7

co-operation is necessary, any Officers they wish to be associated with the survey will be welcomed.

As regards making good the anticipated loss in working, I thought the Mysore Government had taken the main burden on themselves by agreeing to undertake the construction of the costly ghat section. The further connection from Satyamangalam to Palni no doubt involves the construction by the Government of India of over 100 miles of Railway; but the alternative connection to Podanur via. Mettupalaiyam leaves only 30 miles or less of new line in plain country to be so constructed with a third rail between Mettupalaiyam and Podanur. If the Government of India cannot see their way to finance the construction of even this short section without a guarantee, this Government is prepared to go further and construct the entire line between Chamarajanagar and Mettupalaiyam provided the working of the line is left to them, as it is only fair and equitable that the agency that

constructs a line should be allowed to work it. This will leave only the provision of a third rail between Podanur and Mettupalaiyam to be financed by the Government of India as this Government cannot obviously have anything to do with this Section.

In short, if the Government of India are prepared to consider the idea of the Mysore Government constructing and working a line from Chamarajanagar to Mettupalaiyam we are prepared to take up the necessary surveys immediately and place the result before the Government of India and with their approval start construction. The only contribution by the Government of India will then be to connect Mettupalaiyam to Podanur on the Metre Gauge by means of a third rail.

I make this offer as we are naturally anxious, and have been for years, to get an outlet to the South for our Railway instead of its terminating in a blind end as at present. I earnestly request that the offer may be viewed sympathetically and the Mysore Government helped to realize one of their long cherished desires.

The Hon'ble
Sir Guthrie Russell, Kt.,
Chief Commissioner of Railways,
S i m l a.

Railway Secretariat | File No. | of 193 .

Serial No.

Letter to the Residency Re:—
Chamarajanagar - Satyamangalam Ry.,

1) Fair copy of the draft letter as approved by the Dewan is herewith submitted.

If this case is decided to be treated as of an urgent nature not of sufficient importance it will be issued and included in the weekly report for information of the Dewan and submission to His Highness.

2) In case it is decided to treat this case as a schedule case falling under item (xii) of Appendix B of the Manual of Council Rules, relevant papers will have to be sent by Air Mail for orders of the Dewan and of His Highness the Maharaja vide O.M. of 24th June 1936.

Slip L.

Slip G.

Subb. 3) Filed & closed
GPB 7/8 Rly Secy) Secy to 7/8
4) The official reply proposed to be sent under the signature of the Railway Secy has not been seen

NOTE—Contn. Sheet.

WD 1920—GPB—5,000—25-5-36

File No. of 193 . Railway Secretariat

the Dewan, although the Dewan is aware of the
ies on which a reply had to be drafted. This is
in intermediate Stage of a Correspondence of a far
reaching importance and it is for orders whether
it may issue now, and copy sent for the information
of the Dewan & London.
Dewan in charge)

MS
7.8.36

DEWAN'S OFFICE
No. 382

7/2133
7. 8. 36.

5) Draft be sent to the Dewan for approval before issue

JJ
8/8

MS
8/8

Draft letter to Rs. as in the copy of the note to England

8/8/36

3

6) Letter to the Residency Re: CHAMARAJANAGAR - SATYAMANGALAM RAILWAY.

CHIEF SECRETARY:

7) The official reply proposed to be sent under the signatur of the Railway Secretary has not been seen by the Dewan, although the Dewan is aware of the lines on which a reply had to be drafted. This is an intermediate stage of a correspondence of a far reaching importance and it is for orders whether it may issue now, and copy sent for the information of the Dewan to London.

Id. B.T.K.
7.8.36

DEWAN-IN-CHARGE:

8) May be sent to the Dewan for approval before issue.

Id. S.P.R.

8.8.36.

"COPY"

Sd.
8/8/36

9) approved.
18-8-36

London). 10) PI

Railway Secretariat

File No. Chamarajanagar - Satyamangalam Ry. extension. of 193 .

Serial No.

1) Submitted with fair copy for favour of signature.

2) After issue the file will be submitted to the 2nd Member for favour of perusal.

28/8.

Seey)

Yes

28/8.

28/8

28/8

OFFICE OF THE SECOND MEMBER OF COUNCIL
RECEIVED ... 1935
... 3.83

3) Letter to the Residency issued. Submitted for information.

29/8

2nd member)

29/8

29/8

113/2133

RAILWAY SECRETARIAT
7 - SEP 1936
GOVERNMENT OF MYSORE.

4) Seen

29/8.

29/8

5) This will be kept in dues and final reply awaited.

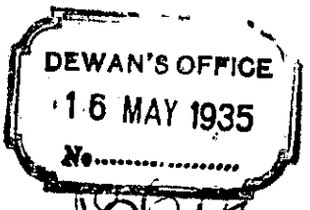
29/8

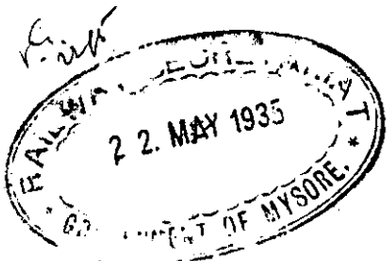
29/8

NOTE—Contn. Sheet.

WD 1920—GPB—5,000—25-5-36

No. 2465/Cs dated 17th May 1935





From

The Chief Secretary to the Government of Mysore.

To

The Chief Secretary to the Government of Madras.

Sir,

The attention of the Government of Mysore has been ~~invited~~ attracted to a paragraph in the Madras Mail ~~for~~ of the 13th instant headed "Road vs.Rail Report", of which a copy is attached for ready reference.

It is stated therein that the ~~Government~~ Special Officer who has been investigating questions relating to ~~rail versus road~~ through communications in the Madras Presidency has recommended the construction of the proposed railway line between Chamrajnagar in Mysore and Satyamangalam in Coimbatore.

As the Government of Madras are aware, the Government of Mysore are keenly interested in the promotion of this line. If there is any prospect of ~~any~~ progress being made with the scheme, they would very much like to be advised regarding it. I am in these circumstances instructed to say that the Government of Mysore ~~will~~ would be very grateful, if there is no objection, if they might be furnished with ~~copies~~ which of portions of the Report which is referred to in the newspaper. It is possible that the newspaper ~~report~~ report regarding the railway scheme is not wholly correct, but even so, if the report deals with matters concerning communications on the Mysore frontier, the Government of Mysore ~~will~~ would be very glad if they might be advised regarding ~~the~~ recommendations made.

I have the honour &c,

16-5

Tobe, Rg

17/5/35

fair copy is submd. It is assumed that the last sentence is to remain and to go as a separate para. It is not proposed to send this through Resy.

CgA 17/5/35

Issue Records

Sg Rgs.

D. a 6 May. Cs.

(Issued 21.5.35)

Ry Secrett. with Comps CgA 21/5

Sg 22/5/35.

Madras Mail, Monday, May 13, 1935

Road vs Rail Report

Construction of New Railway Lines

(From our Special Correspondent)

OOTACAMUND, May 12.

The Government Special Officer has investigated questions relating to rail versus road in this Presidency and has submitted a tentative report to the Government.

It is understood that he has recommended the construction of the proposed railway line between Chamrajnagar in Mysore and Satyamangalam in Coimbatore district as it will give an outlet to Mysore products and population and will serve as a short cut from North India.

The construction of a metre gauge line between Madras Beach and Renigunta and Tirupati will also be looked upon with favour as it will open several areas and improve trade conditions.

It is now fairly definite that the Madras Government are opposed to the construction of the line between Madura and Karakudi in the Madura district as there is a road parallel to the proposed railway line.

The construction of eight major bridges including one on the Godaveri river will be considered.

GWS 27

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

Dated, Bangalore, 17th May 5.

No. 2460/C3
Encl one.

From Rajasevasakta
R. RANGA RAO, Esq., B A., B. L.,
Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

The Chief Secretary to the Government of Madras,
Madras.

Sir,

The attention of the Government of Mysore has been attracted to a paragraph in the 'Madras Mail' of the 13th instant headed "Road vs. Rail Report", of which a copy is attached for ready reference.

It is stated therein that the Special Officer who has been investigating questions relating to through communications in the Madras Presidency has recommended the construction of the proposed railway line between Chamarajnagar in Mysore and Satyamangalam in Coimbatore.

As the Government of Madras are aware, the Government of Mysore are keenly interested in the promotion of this line. If there is any prospect of progress being made with the scheme, they would very much like to be advised regarding it. I am in these circumstances instructed to say that the Government of Mysore would be very grateful, if there is no objection, if they might be furnished with a copy of the portion of the Report which is referred to in the newspaper.

It is possible that the newspaper report regarding the railway scheme is not wholly correct, but even so, if the report deals with matters concerning communications on the Mysore frontier, the Government of Mysore will be very glad

P.T.O.

if they might be advised regarding the recommendations made.

I have the honour to be,
Sir,
Your most obedient servant,

R. 7/1738

Chief Secretary to Government.

460

D.O. Pol 1254 /C.S. Dt 21/5/35

Dear Major Edwards,

OFFICE
20 MAY 1935
No 6729

I am desired to enclose herewith for information copy of a letter addressed by me to the Chief Secretary to the Govt. of Madras asking for some information regarding the proposed construction of ~~the~~ a railway between Chamarajanagar and Satyamangalam. ~~I am to add~~ As the information was urgently required, the communication was addressed direct to the Madras Govt. to save time.

Yours sincerely,

To personal Asst to CS

Dewan. 17/1

17/5/35

18-5-35

Major C.G.N.Edwards, I.A.,
Secretary to the Resident.

P.Z.113

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No.F.715-35.
R.O.II

FROM

Major C. G. N. Edwards, I.A.,

SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore, 19th. July *1935.*

K.W. 227

RAILWAY SECRETARIAT
19 JUL 1935
GOVERNMENT OF MYSORE.

Subject.

CHAMARAJANAGAR-SATYAMANGALAM RAILWAY EXTENSION.

SIR,

156 I am directed to refer to Mr. Ranga Rao's letter No.2460/C.B., dated the 17th May 1935 to the Chief Secretary to the Government of Madras, and to forward a copy of the report of the Special Engineer, Road Development, on the Satyamangalam-Palni and the Satyamangalam-Hardanahalli (Mysore) Frontier Railways. I am to request that if there is no objection, the views of the Mysore Government on the Satyamangalam-Palni line may kindly be furnished to this Residency for communication to the Government of Madras.

I have the honour to be,

Sir,

Your most obedient servant,

SECRETARY TO THE RESIDENT.

Rajo

(Copy submitted to Dewan)
Railway Secretary,
with compliments for favour of necessary action.

Offg.Chief Secy. 23/7/35.

BJ

Copy of the Special Engineer's report.

Satyamangalam - Palni Railway via Tiruppur and Dharapuram - Direct route 94 miles - Kangyam route 110 miles - Metre Gauge.

It has been stated that the length of this projected railway between Tiruppur and Satyamangalam should be constructed because it is under contemplation to dam the Bhavani river in the neighbourhood of the latter place, and that a railway will be necessary to transport machinery and materials for the construction of the dam. Tiruppur is served by the South Indian Railway, Broad Gauge, Main line, and to avoid transhipment at this place, the line would have to be Broad Gauge also, whilst the proposal is for a Metre Gauge line. The Bhavani Project estimates of the Chief Engineer for Irrigation allow for the construction of a light railway from Karamadai on the Coimbatore - Mettupalaiyam line to the dam site, just below the confluence of the Moyar and Bhavani rivers. The proposed railway line runs parallel to the existing road system, along which buses are now plying and its construction will certainly duplicate facilities of transport, and cannot be justified.

Satyamangalam - Hardanahalli (Mysore Frontier) Railway 45 miles - Metre Gauge.

This is a part of the Erode-Nanjangud Railway project, and would, with the Dindigul-Palghat and Satyamangalam-Palni projects, form a link between the Mysore and South Indian Railway systems. In view, however, of the heavy cost of the line and the inadequate return anticipated, the Railway Board has decided to shelve the project. The area to the north of Satyamangalam is, however, sadly lacking in the matter of communications of any kind, and in the scheme for road development, proposals have been made to connect Kollegal, in the northern extremity of the Coimbatore district, with Satyamangalam by means of an adequate road.

---:O:---

"C O P Y"

SUPERINTENDENT, RESIDENT'S OFFICE.

BJ

RAILWAY SECRETARIAT

Copied by Mr. V.V. File No. 1

Compared by

Signed by

REMINDERS ISSUED

1st Reminder

2nd ,,

3rd ,,

4th ,,

5th ,,

DRAFT

SUBJECT : Chamarajanagar-Satyamangalam Ry Extension.

No. R. S. 261 Dated 30/7/35 Encls. Nil

To

The Agent
Mysore Rys.
Mysore.

Sir,

I am directed to forward herewith, for favour of remarks, a copy of letter no: F. 715-35/P.D./Ro. II of 29th July '35 received from the Secretary to the Hon'ble the Resident in Mysore together with a copy of its enclosure on the Satyamangalam - Palni & the Satyamangalam - Hardanahalli (Mysore) frontier Railway lines etc., Railways.

D. 3077/35

Secretary for Railways
& Ports Govt of Mysore
29/7

RG 29/7

A 8 500-8 7-35

MYSORE RAILWAYS

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE, not by NAME

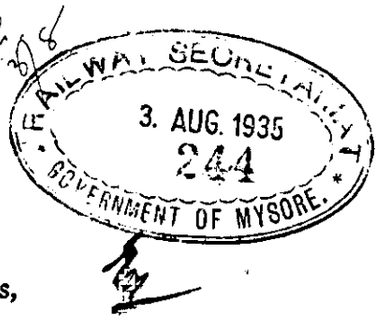
AGENT'S OFFICE,

Mysore, 1st. August, 1935.

No. 75 Fl.

Encls.

16/G



From

H. D. SINCLAIR, Esq.,

Agent, Mysore Railways,

MYSORE.

To

The Secretary
to the Government of Mysore for Railways, Bangalore.

Sir,

Flag O

Your letter No.R.S.261 dated 30th July, 1935.
Re.-Chamarajanagar-Satyamangalam Railway Extension.

I have the honour to state that the views of the Mysore Government on the question of the Satyamangalam-Hardanahalli line have been fully explained in your letter No.R.S.566 of 12th September 1934 to the Residency. Flag E It is not known when the Road Engineer's report was written. In dealing with the Satyamangalam-Hardanahalli Railway, he states "In view however of the heavy cost of the line and the inadequate return anticipated, the Railway Board has decided to shelve the project." If this is a fact, this administration can have no interest whatever on the rest of the note. It is however hoped that this is not a fact and that the project is under the active consideration of the Government of India.

8/35

2. This administration is not in a position to say anything about the prospects of the Satyamangalam-Tiruppur-Palni Railway from local traffic though the line is sure to pay as part of a through route when Satyamangalam is connected to Chamarajanagar.

3. The necessity for a new road to connect Kollegal with Satyamangalam is stressed in the Special Engineer's notes. The proposed Satyamangalam-Chamarajanagar Railway will obviate the

-:(2):-

necessity for this new road, as a project for connecting Chamarajanagar and Kollegal by Railway is also ready and the work is likely to be put in hand if the construction of the former line is sanctioned.

I have the honour to be,
sir,
Your most obedient servant.

Agent.

MSAB.

RAILWAY SECRETARIAT

Copied by

Compared by

Signed by

REMINDERS ISSUED

1st Reminder

2nd "

3rd "

4th "

5th "

File No.

DRAFT

SUBJECT: Chamarajanagar - Satyamangalam - Palani Rly., Extension.

No. R. S. 350 Dated 9-8-35 Encls. 2 Sheets

To

The Secretary to the Hon'ble the Resident in Mysore, - Bangalore.

Sir,

With reference to the Residency (R) letter no. F. 715-35/R.O.II of 29th July 35 to the address of the Chief Secy. to the Govt. of Mysore, I am directed to invite a reference to this office letter (Copy attached) no. 566 of '13th September 934, containing the views of the Mysore Govt., on the question of the Satyamangalam - Hardanahalli line.

2. The Mysore Govt. are ~~This Administration is~~ not in a position to say much ~~anything~~ about the prospects of the Satyamangalam - Tiruppur Palni Railway from local traffic, though the line is in this portion also likely to pay as part of a through route when Satyamangalam is connected to Chamarajanagar, as indicated in the above letter.

3. The necessity for a new road to connect Kollegal with Satyamangalam is stressed in the Special Engineer's notes. The proposed Satyamangalam Chamarajanagar Railway will obviate the necessity for this new road, as a project

Sket

D. 6/8

1000 RS 247-2000-6-4.35

Ref V.V.S

Tirupur town aspect

E 5/8

for connecting Kamarajanagar and Kollegal by Railway is also ready and the work is likely to be put in hand if the construction of the Satyamangalam - Kamarajanagar line is sanctioned.

I have,

Sir,

Your most obedient servant,

Secretary for Railways

Govt of Mysore.

No. R. S. **RAILWAY SECRETARIAT,**
Encls.

Dated Bangalore,.....August.....1935.

FROM

DIWAN BAHADUR
N. N. AYYANGAR, B.A., L.C.E., M.I.E. (Ind.), I.S.E.,
Secretary to Government,
Railway Department, Bangalore.

To

The Secretary
the Hon'ble the Resident in Mysore,
B a n g a l o r e .

Sir,

Chamarajanagar-Satyamangalam Railway Extension.

With reference to the Residency letter No.F.715-35/R.O.II dated 19th July 1935 to the address of the Chief Secretary to the Government of Mysore, I am directed to invite a reference to this office letter No.566 dated 13th September 1934 (copy attached) containing the views of the Mysore Government on the question of the Satyamangalam-Hardanahalli line.

2. The Mysore Government are not in a position to say much about the prospects of the Satyamangalam-Tiruppur Palni Railway from local traffic, though the line is, in their opinion, sure to pay as part of a through route when Satyamangalam is connected to Chamarajanagar, as indicated in the above letter.

3. The necessity for a new road to connect Kollegal with Satyamangalam is stressed in the special Engineer's notes. The proposed Satyamangalam Chamarajanagar Railway will obviate the necessity for this new road, as a project for connecting Chamarajanagar and Kollegal by Railway is also ready and the work is likely to be put in hand if the construction of the Satyamangalam-Chamarajanagar line is sanctioned.

I have the honour to be,
Sir,
Your most obedient servant,

(blear copy).

Secretary for Railways,
Government of Mysore.

RAILWAY DEPARTMENT
(Railway Board.)

Camp Baroda, the ~~9th~~ 11th Aug: 19 35.

Dear Sir Mirza,

I enclose a copy of the minutes of the discussion on the Chamrajnagar-Satyamangalam Railway on the 6th of August for your information.

Yours sincerely,

Sir Mirza M. Ismail, Kt., C.I.E.,
Dewan of Mysore,

Minutes of a discussion held in the Cabinet Room in the Madras Secretariat at 12 noon on Tuesday the 6th August on the Chamrajnagar-Satyamangalam Railway.

****

Present.

Mr. P.R. Rau, Financial Commissioner of Railways.

Mr. E. Scott-Brown, I.C.S., Secretary to the Government of Madras Public Works and Labour Departments.

Mr. H.N. Colam, Agent, M. & S.M. Railway.

Mr. C.A. Muirhead, Agent, S.I. Railway.

Mr. R.H. Martin, Chief Engineer, South Indian Railway.

Mr. H.D. Sinclair, Agent, Mysore Railways.

The Hon'ble Mr. Velingiri Gounder, Chairman of the Coimbatore District Board.

1. All those present were in agreement that the Chamrajnagar Satyamangalam Railway was not an end in itself but only a means t an end, which was that of connecting the metre gauge lines from Poona southwards with the South Indian metre gauge system.

2. This could be effected in two ways. After the Chamrajnag Satyamangalam line was constructed it could be continued to join the South Indian Railway either by (a) an extension from Satyaman to Mettupalaiyam with a third rail to Podanur, and (b) by a line from Satyamangalam to Palni through Tiruppur. While the Mysore Government preferred the latter, they were prepared to accept the former if the Government of India for special reasons preferred it. The Madra Government preferred the Satyamangalam-Mettupalaiyam-Podanur alignment as the competition with existing road motors would be over a shorter distance. Mr. Gounder said that the Coimbatore District Board had no use for the Satyamangalam Mettupalaiyam line and could not support it. If the connection was to be buil at all it should be on the Chamrajnagar-Satyamangalam-Tiruppur-Palni route.

3. Mr. Muirhead expressed the opinion that a fresh traffic survey was desirable as the existing traffic survey had been prepared about 7 years ago since when conditions had changed very considerably. Mr. Colam pointed out that in bringing some of their traffic surveys up to date, the M. & S.M. Ry. had found it neces

to reduce their original estimate of earnings by about 50 to 60 per cent. The extent of competition by road motors at present could not have been anticipated a few years ago. Mr. Sinclair and Mr. Gounder did not consider a fresh traffic survey necessary but thought that it would be possible to make a rough estimate of traffic from the traffic survey of 1927 or 1928. Mr. Rau was inclined to agree with Mr. Muirhead that it was desirable that a fresh traffic survey should be made before a decision was arrived at.

4. The question whether a fresh detailed engineering survey would also be necessary before a decision was arrived at was also considered. Mr. Muirhead pointed out that the existing estimated cost was based on a survey undertaken nearly 30 years ago and that the assumptions on which it was based had never been checked or verified. When it was brought up to date a few years ago, all that was done was to re-estimate the cost of the work originally contemplated on the new level of prices. Mr. Martin said he could not take any responsibility for the estimate and was unable even to say that it would be correct within 10 %. Mr. Sinclair and Mr. Gounder thought that a detailed engineering survey was unnecessary. They said that the present estimated cost of over 5 lakhs per mile for the ghat section of the proposed line allowed a sufficient margin. Mr. Rau pointed out that estimates of constructing railways in hilly countries presented exceptional difficulties and that past experience had shown that the costs were much more likely to be under-estimated than otherwise.

5. It was stated that a traffic survey between Chamrajnagar and Satyamangalam would take about 6 months and would cost about Rs. 6,000, while a traffic survey for the whole line between Chamrajnagar and Palni would cost about double that amount. It was also stated that the cost of a detailed engineering survey might be in the neighbourhood of 1½ lakhs. Mr. Gounder said that the Coimbatore District Board would not be prepared to share in the cost of either of these surveys if in the result it was decided to proceed with the line. Mr. Sinclair could not say whether the Mysore Darbar would be prepared to bear a part of the cost.

6. Mr. Colam pointed out that a large portion of the earnings of the new construction would, in effect, come from traffic diverted from existing rail ays. It was possible that the M. & S.M. Ry., which stood to suffer a considerable reduction of its earnings by the construction of the line, might attempt to retain traffic by the use of ~~other~~ expedients recognised by ~~the~~ modern railway useage in such cases of competition, e.g. by reducing rates on its own section and by quoting block rates against the other line. Mr. Rau pointed out that if this line was ever constructed by the Government of India they would have to see that such uneconomic competition was not allowed to take place. But the construction added to the capital of the Indian railway system as a whole ~~more than a crore and a half~~ about 2 crores and it was essential to see that this additional expenditure was justified by the additional traffic to the system. According to the present estimates, the net earnings from the additional traffic gave a return of hardly more than 1 % on the capital invested. Both Mr. Sinclair and Mr. Gounder emphasised the view that the construction of this line would by the enormous reduction in the distance between various parts of South India stimulate traffic to such an extent that the additional traffic would within a few years pay for itself.

7. Mr. Colam and Mr. Muirhead were inclined to the view that, in making an estimate of net earnings attributable to the new line, the necessity of giving adequate compensation to existing lines for diversion of traffic should be borne in mind.

8. Mr. Gounder said that the Coimbatore District Board had already expressed its readiness to guarantee this line, but it was pointed out to him that till a more or less reliable estimate both of cost of construction and of traffic earnings from the construction were ready, it was impossible to say what would be the maximum guarantee payable, and the District Board should know to what it was committing itself before it gave a definite guarantee. Mr. Gounder thought that the Mysore Government who stood to gain considerably by the construction of this line should, and would readily, guarantee it against loss especially the

the section between Chamrajnagar and Satyamangalam which was essentially their concern. He suggested that the District Boards of Coimbatore and Madura should jointly guarantee the line between Satyamangalam and Palni.

9. As pointed out by the Madras Government at a previous discussion, good roads, on which there was already an efficient motor service, existed between Satyamangalam and Mettupalaiyam or Palni and the construction of this line involved a certain amount of reduplication of facilities of existing means of communication. Mr. Rau asked whether the Coimbatore District Board and the Government of Madras were prepared to take steps to restrict bus traffic. Mr. Gounder stated that provided the Government of Madras agreed they would be prepared to agree to restrict bus traffic to a certain extent. Mr. Muirhead desired that bus traffic should be restricted absolutely. Neither the District Board nor the Madras Government were prepared to go to such a length, but it was understood that they might be prepared to agree to a restriction to the existing facilities though the Government of Madras could not bind themselves even to this limited extent. Mr. Scott Brown pointed out that the Satyamangalam-Mettupalaiyam line was a short line and the Madras Govt. might not bother about it at all, but the Satyamangalam-Palni line was about 100 miles in length and they did not consider that it was required by the Province.

10. A suggestion was made that as this line was primarily required for through traffic, it would be enough if stations between Satyamangalam and Palni were constructed only at the really important towns, say, 20 miles apart from each other. This would reduce the competition with bus traffic. Mr. Muirhead pointed out that demands would soon be made for stations at intermediate distances and that such a scheme was not only impracticable but unprofitable from the point of view of facilities for goods traffic.

11. Mr. Sinclair stated that the Mysore Government attached great importance to this connection. They felt that they had been badly treated over this as they had long been promised an

outlet for the State and had spent money on the Mysore-Asikere and Mysore Chamrajnagar line which could not pay until and unless this connection was completed. Mr. Muirhead suggested they might follow the example of the Travancore Darbar which in order to have a line built connecting Travancore with Southern India had agreed to pool the earnings of the different sections of Travancore Railway and to pay the difference between the total net earnings and interest on the capital cost of the line.

12. In conclusion Mr. Rau said that he would place the different points of view expressed at the meeting before the Government of India and would endeavour to obtain a decision as early as possible.

GOVERNMENT OF MYSORE · MYSORE RAILWAYS

RAILWAY SECRETARIAT
19 AUG. 1935
345
GOVERNMENT OF MYSORE.

AGENT'S OFFICE,
MYSORE.

D.O.No.117
Enc one

17th August, 1935.

16 G

Dear Mr.Ayyangar,

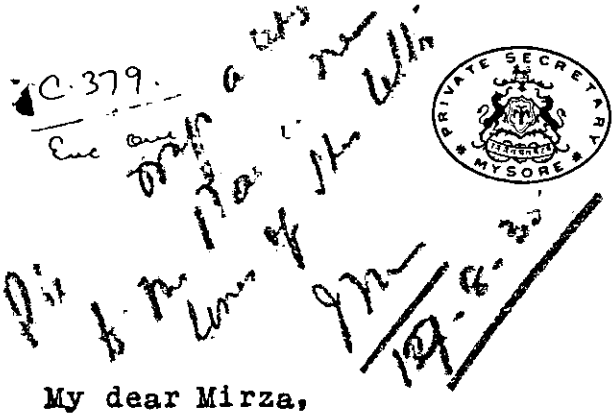
In continuation of my U.O.Note dated I send herewith for submission to Government, a copy of the Minutes just received from Mr.P.R.Rao of the meeting held at Madras on the 6th instant.

Yours sincerely,

Diwan Bahadur
N.N.Ayyangar,B.A.,L.C.E.,M.I.E.(Ind), I.S.E.,
Secretary to the Government of H.H.the Maharaja of Mysore,
Railway Department,Bangalore.

MSAB.

Submit G.Ord. for the perusal.
19/8/35.
19/8



THE PALACE,

BANGALORE.

19th August 1935.

My dear Mirza,

I send you, as requested, the remarks that occur to me on Mr. P.R. Rau's letter of the 11th instant and notes on the discussion held in Madras on the matter of the Charajanagar-Satyamangalam Railway.

I would note in the first instance that Mr. P.R. Rau sends the notes simply for information, and that the notes show that he is proposing to place the various points of view without any definite recommendation before the Government of India.

With reference to the matter of the guarantees, I quite agree that it ought to be sufficient for you to guarantee the Chamarajanagar-Satyamangalam line, leaving the District Boards to guarantee that from Satyamangalam to Palni, if that line is taken, and the Government of Madras to guarantee the Satyamangalam-Mettupalyam line, if that is preferred. They will presumably do this if they are going on with the Lower Bhavani Project, but it might be well to make the point clear.

The most hopeless thing about the whole proceedings seems to be the attitude of the Government of Madras. According to Mr. Scott Brown, they would not bother about the Satyamangalam-Mettupalyam line, but they would object to that from Satyamangalam to Palni as being not required by the Province. He may have been badly reported, but if he was not, I must say that it is about as hopeless an attitude as can be conceived on the part of a responsible Government.

As for the line not being wanted by the Province, it might be useful to call their attention to the programme of the Adjutant-General in India who, in order to visit Cannanore from Secunderabad and return to Mysore, has to travel all the way from Secunderabad to Madras, Madras to Shoranur, Shoranur to Cannanore, Cannanore to Shoranur, Shoranur to Jalarpet, Jalarpet to Bangalore and Bangalore to Mysore. If the projected line had been made, he would save hundreds of miles of this journey.

The case seems to be one that you might discuss with great advantage with His Excellency Lord Erskine, if opportunity offers.

Yours sincerely,

D.O.No.1503
Encl

AGENT'S OFFICE,
MYSORE.

19th August, 1935.

Dear Mr. Noronha,

In continuation of my D.O.of 17th instant, I send herewith a copy of my letter to Mr.P.R.Rau in connection with the Minutes of the Meeting held at Madras on 6th instant about Chamarajanagar-Satyamangalam Extension.

Yours sincerely,

Charles Noronha, Esqr.,M.A.,
Private Secretary
to the Dewan of Mysore,
Bangalore.

MSAB.

Thanks for remark
20/8

20-8-35

(C O P Y)

AGENT'S OFFICE,
MYSORE
19th August, 1935.

My dear Rau,

Very many thanks indeed for a copy of the Minutes of the meeting held at Madras regarding the Chamarajanagar-Satyamangalam extension.

I find my reason for objecting to a traffic survey now is not stated and, that is, that any traffic survey during the present depression is bound to show depreciated earnings and would not by any means be a fair indication of the traffic to be expected.

Of course I feel that if the line were not a real want and was not going to help to stimulate traffic very considerably there would not be the persistent demand for it from the whole of the mercantile community and chambers of commerce, as well as District Boards, in Southern India.

Yours sincerely,

(sd). H.D.SINCLAIR,

P.R.Rau,Esqr.,
Financial Commissioner of Railways,
Railway Board,New Delhi.

MSAB.

No 625

Bangalore,

19th August 1935.

Dear Mr. Sinclair,

I write to acknowledge with thanks the receipt of your D.O. No.1494 dated the 17th instant enclosing a copy of the minutes of the meeting held at Madras on the 6th instant and of the discussion with Mr. P.R. Rau in connection with the Chamarajanagar-Satyamangalam extension. which has been duly submitted to the Dewan.

Yours sincerely,

19/8

H.D. Sinclair Esq., V.D.,
Agent, Mysore Railways,
Mysore.

D.O.No.646

Bangalore,

20th August 1935.

Dear Mr. Rau,

I am much obliged for your letter of the 11th instant from Baroda and the enclosed copy of the notes on the discussion held at the Madras Secretariat on the 6th instant in connection with the proposed Chamarajanagar-Satyamangalam Railway. It is very good of you, indeed, to send it to me and I should like to thank you warmly for the interest you evince in this matter.

I have looked through the notes and gather that the question has been examined in all its aspects, though without any definite commitments so far. I find also that there is a difference of opinion between the Government of Madras and the District Board of Coimbatore over the extension of the line beyond Satyamangalam. Of course this is a matter which requires and will doubtless receive further consideration, but, meanwhile, on the question of guarantees, I feel I could give you an assurance on behalf of the Mysore Government that they will be prepared to guarantee the section between Chamarajanagar and Satyamangalam, leaving the District Boards of Coimbatore and Madura to guarantee, jointly, the line between Satyamangalam and Palni, if that line is decided upon, and the Government of Madras to guarantee the Satyamangalam-Mettupalayam line if that is preferred. They will presumably agree to this if they are going on with the Lower Bhavani Project but it is well, perhaps, to ~~make~~ have the point clear enough.

The attitude of the Government of Madras towards this matter is, I confess, not at all clear to me. For instance, according to Mr. Scott Brown, the Government of Madras would not bother about the Satyamangalam-Mettupalayam line, being a short line but they would object to the alternative line as being not required by the Province. I earnestly hope that this does not represent the real attitude of the Government of Madras which, I hope, is one of friendly co-operation in the carrying out of this important railway

project which is going to benefit all the interests concerned.

The statement of Mr. Scott Brown that the Chamarajanagar-Satyamangalam-Palni line was not required by the Province is, I am afraid, seriously open to question. At all events, it overlooks the important consideration of the considerable saving of time and distance that this line will secure to the public. In illustration, I may draw attention to the programme of the Adjutant-General in India who, in order to visit Cannanore from Secunderabad and return to Mysore, has to travel all the way from Secunderabad to Madras, Madras to Shoranur, Shoranur to Cannanore, Cannanore to Shoranur, Shoranur to Jalarpet, Jalarpet to Bangalore and Bangalore to Mysore. If the projected line had been made he would undoubtedly save hundreds of miles of this long and tedious journey.

I have dealt with the matter in a general way. I think you will agree that there is a good deal to be said in favour of a combined effort on a scheme which, while serving all the interests concerned, has the greatest chance of going through. The balance of advantage seems to us to lie on the side of a single scheme for the improvement of the railway communications of the area of which Tiruppur forms the natural centre. I trust that you will kindly use your good offices with the Railway Board to induce them to come to an early decision on this long outstanding question and if possible, to put this project into their next year's budget.

I hope you had a pleasant tour and keep very well and fit.

With kind regards to you both,

Yours sincerely,

20.8.35

P.R. Rau Esq.,
Financial Commissioner of Railwa
S i m l a .

No.6468/Enclue.

20th August 1935.

My dear Sir Charles,

I am much obliged for your D.O. letter No.379 of the 19th instant and for your advice in regard to some points connected with the Chamarajanagar - Satyamangalam railway. I generally agree with your views and have replied to Mr. P.R. Rau on the lines of your letter. I enclose a copy of my reply for your kind perusal.

Yours sincerely,

(Sd) M.V.J

Subd. for Kind Consideration

20.8.35

C.37

Vasantha Mahal,
Mysore, 21st August 1935

CE

My dear Mirza,

Many thanks for sending me a copy of your d.o. letter No.648 of the 20th instant to Mr.P.R.Rau on the subject of the Chamrajnagar-Satyamangalam railway.

I am very glad that you have made it quite clear to the Railway Board that you expect them to take some practical action ~~and~~ Your reference to the attitude of the Government of Madras is, if I may say so, a masterpiece of diplomatic statement.

Yours sincerely,

* Copy of Secl. to H.H.'s letter sent to Mr. P. R. Rau - (Together with connected papers obtained from the Rly. Secrett.)

OFFICE OF THE AGENT
AUG 13 1935
No. 1355
MYSORE RAILWAYS

Cutting from "Hindu" dated 7-8-1935.

SATYAMANGALAM—CHAMRAJNAGAR LINE

FRESH TRAFFIC SURVEY TO BE MADE

MADRAS, Aug. 7.

As a result of discussions between the Local Government, the Financial Commissioner for Railways and the Agents of the Railways concerned, it is understood that a fresh traffic survey will be shortly undertaken in the matter of the proposed Satyamangalam-Chamrajanagar Railway, on which will depend the ultimate decision about the necessity and financial possibility of this line.

Submitted for information

9/8/35 — 9/8 — 9/8

Cutting from "Hindu" of 8.8.1935

Mr. Rau said that he had already discussed the question of opening the Chamarajanagar- Satyamangalam- Tiruppur line with the Madras Government and the railway companies concerned. The cost of construction was heavy, he said, since the ghat section had to be covered, and the existence of motor competition had to be considered. The return on the investment was not expected to be more than one or two per cent. In view of all these circumstances it would be necessary to approach the Mysore Durbar and the Coimbatore District Board to share the loss.

At the end of the meeting Mr. C. Abdul Hakim Sahib, President of the Chamber, entertained the guests and the members at a tea party at the Chamber premises.

Mr. C. A. Muirhead, Agent, S. I. Railway, and Mr. C. G. W. Cordon, representing the M. & S. M. Railway also attended the meeting.

Sub for information.

There seems to be some difference of opinion.

14/8/35 — 18/8

U.O.-41
12-8-35.

Wc. to Agent-Mdrs traffic
intimating the result of his

D.O.No. 516-W.

RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

DEWAN'S OFFICE 18 SEP 1935

Simla / New Delhi, the 14th September 1935.

Dear Sir Mirza,

Many thanks for your D.O. No. 646 of the 20th August 1935. I have now taken the orders of the Government of India on the matter.

2. The Government of India note the assurance which you have given on behalf of the Mysore Government that you would be prepared to guarantee the section between Chamrajnagar and Satyamangalam, leaving the continuation after Satyamangalam to be guaranteed by the District Boards concerned or the Government of Madras. From past experience the Government of India have little confidence in the guarantees from District Boards and are not prepared to consider the scheme unless they are guaranteed against loss on this section also. The Madras Government have, as you know, already refused to do so, and I am to ask whether you would extend your guarantee to this section also.

3. The Government of India assume that in calculating the guarantee you would be prepared to take into account the losses to other lines by short circuiting.

4. Before the construction of the line can be considered the Government of India feel that it is essential to have a proper engineering and traffic survey of the whole line; the existing traffic survey is out of date and a proper engineering survey was never made. The two surveys are likely to cost somewhere in the neighbourhood of two lakhs of rupees. If after considering the results of these surveys the line is finally constructed, the cost of these surveys will be debited to the capital expenditure of the railway. But if, on the other hand, it is decided to drop the scheme, the expenditure will be a dead loss. The Government of India do not feel that in the present financial position of railways they would be justified in

contemplating . .

contemplating the possibility of such a loss and cannot agree to pay for the surveys. Nor, in any case, do they see much point in undertaking such a survey, unless they can be guaranteed against a loss in respect of the whole undertaking.

5. If in the light of what has been said above, the Government of Mysore would still like to take on the scheme and would be prepared (i) to bear the cost of these surveys, if the expenditure proves infructuous, and (ii) to guarantee the Government of India against loss on the whole undertaking, the Government of India would agree to undertake the surveys and to associate one of your officers with them, if you like

With best regards,

Yours sincerely,

Adam

Sir Mirza M. Ismail, Kt., C.I.E.,

Dewan of Mysore.

RAILWAY SECRETARIAT

Copied by Mr. SK

Compared by

Signed by

REMINDERS ISSUED

1st Reminder

2nd "

3rd "

4th "

5th "

File No.

DRAFT

SUBJECT Chamarajanagar. Satyamangalam Extension.

No. R. S. 648 Dated 26/9/35 Encls. 2 Sheets

To

The Agent
Mysore Rep.,
Mysore.

Sir,

I am directed to forward herewith, for favour of remarks, a copy of D.O. letter no: 516-W. (P.U.D) of 14-9-'35 received from Mr. P. R. Rau, H. Commissioner of Rep., Ry Board, in the matter.

I have etc.,

27/9/35

Secretary for Railways
& Govt of Mysore.

GB 24/9

27/9

C 212

PRIVATE SECRETARY MYSORE

Vasantha Mahal,

Mysore, 12th October 1935

DEWAN'S OFFICE
12 OCT. 1935
No. 893

My dear Mirza,

In connection with the Chamarajanagar-Satyamangalam Railway question, I have been wondering whether you would think it worth while, instead of spending two lakhs on a traffic survey, which might be inconclusive owing to the prevailing depression, to spend it on establishing a first class bus and lorry service from Chamarajanagar to Palladam. This would give you first hand information as to the traffic offering, and woul give the Railway Board a first hand lesson in short-circuiting, for which they would not be able to demand compensation. You could issue through tickets for passengers from Bangalore to Tuticorin, and if the goods traffic was ever below capacity, your lorries could fill up with cotton for the Krishnarajendra Mills. I hope you would make a profit on the service, while it will fall to Madras to pay for the roads you used. Even if you made a loss, your staff would gain valuable experience in running such a service, and you would have an asset in the buses and lorries which could be diverted to a similar service on a better route.

You would have to get licenses of course from the Madra authorities, and if you decided to try the scheme, it might be a good thing to have a thorough study made of ~~this~~ that licensing system as a preliminary.

Yours sincerely,

M. Visvesvaraya

Pl. Secy - The Agent may be consulted as regards the feasibility of the suggestion.

MJ
12-10-35

Put up Dy. Chief Sec to Agent.
M. 14/10/35

Copied by

Compared by

Signed by

REMINDERS ISSUED

1st Reminder

2nd "

3rd "

4th "

ith "

RAILWAY SECRETARIAT

File No.

DRAFT

SUBJECT

No. R. S. 53 Dated 18/X. Encls. One

To

Dear Mr. Sinclair,

In sending herewith Copy of D.O. letter no: C.313 of 12.10.935 received from Sir Charles Todhunter, in regard to the Chamarajanagar-Satyamangalam Extension, I shall be glad if you will kindly favour me with your remarks as regards the feasibility of the suggestion for submission to Govt.,

Yours Sincerely

M. 17/10/35

H. D. Sinclair Esq I.S.,
Agent, Mysore Rys.

14/10.

14/10

RS 247-2000-6-4.35

VDH A 7 500-8 7 35

MYSORE RAILWAYS

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE, not by NAME

AGENT'S OFFICE,

Mysore, 16th October 193 5.

No. 231 Fl. 106

Encls. One note in 3 sheets.

16/9

18/10

From

THE AGENT,

Mysore Railways,

MYSORE.

To

The Secretary

to the Government of Mysore for Railways,

Bangalore.

Sir,

Chamarajanagar-Satyamangalam Extension.

W

With reference to your letter No.R.S.648 dated 26th September 1935, I have the honour to forward herewith a note giving my views on the subject.

I have the honour to be,

Sir,

Your most obedient servant,

Agent.

A.S.

work up pm

21/10/35

Guarantee against loss in working in connection with the Chamarajanagar Satyamangalam Railway.

D.O.No.516-W of 14th September 1935 from the Financial Commissioner for Railways to the Dewan of Mysore.

The Government of Mysore is now asked to undertake

1. to guarantee not only the Mysore Frontier-Satyamangalam section but also the Satyamangalam-Palni line against loss in working.
2. to compensate the other lines against loss from diversion of traffic and
3. to bear the cost of new Engineering and Traffic surveys amounting approximately to Rs.2 lakhs.

2. Under ordinary circumstances it would have been quite out of the question for the Government of Mysore to undertake any guarantee for lines which are outside the State and in the construction and working of which they can have no part. If the Mysore Government offered a guarantee at all even for the frontier-Satyamangalam section, it was because this section while of vital importance to the State Railway system is very costly to build and passes through obviously unproductive country, the local traffic of which cannot support the lines. In making such an offer the Government were more or less confident that this section of the line is -- bound to pay after a time and that there will really be no call for the State revenues bearing any loss on this account. The lines beyond Satyamangalam are on quite a different -- footing. They pass through comparatively rich and populous country. It is the population of this area that will benefit mostly from the lines and it is they that should provide any guarantee that may be necessary. It is certainly out of the question for the Government of Mysore to undertake any responsibility in this matter.

3. The question of the Mysore Government compensating other lines against loss from diversion of traffic is also one that cannot be entertained.

4. Any construction undertaken, unless it is in the nature of a pure feeder, must divert a certain amount of traffic from other lines. When the Ballarshah route was constructed by the Nizam's State Railway it shortened considerably the distance between Northern and Southern India and I should like to know whether the Government of H.H. the Nizam was called upon to compensate other Railways for any diversion of traffic.

5. The Government of Mysore recognises that when any short circuiting of existing lines takes place a routing and rating agreement can be come to with the other lines concerned, but this only on the understanding that no guarantee are asked for. If on the other hand the Government of Mysor undertake to guarantee the Chamarajanagar-Satyamangalam portion of the line they would naturally expect that the traffi would be allowed to follow its normal course.

6. It is a matter of considerable surprise that the -- Government of ~~xxxxx~~ India should put forward proposals that really mean asking the Government of Mysore to take all risk for a considerable section of line in British India and guarantee it against loss while all the benefits go to some one else.

7. A glance at the map will show what a boon and benefi both to the travelling and trading public this connection would ~~give~~ be, and if the Government of India are not prepared to take the slightest risk in a scheme which would certainly aid very considerably in the development both of the country generally and Indian Railways in particular why not let the Government of Mysore construct and work these connections and thus take the risks as well as any profits that may accrue.

8. It does not seem to be worth while going into the question of the cost of the survey as the Government of India are not willing to undertake it "unless they can be guaranteed against a loss in respect of the whole undertakin and such a comprehensive guarantee cannot be undertaken by this Government.

A.S.

A g e n t,
Mysore Railways

GOVERNMENT OF MYSORE · MYSORE RAILWAYS

D.O.No.256

RAILWAY SECRETARIAT 25 OCT 1935 720 GOVERNMENT OF MYSORE

AGENT'S OFFICE,
MYSORE.

24th October 1935.

Dear Mr.Ayyangar,

Your D.O.No.53 of 18th October 1935.

I agree with Sir Charles that an expenditure of two lakhs on further surveys for the southern connection is undesirable. The question of linking up Chamarajanagar with the South Indian Railway by a road service certainly deserves consideration and I shall look into it; but, I anticipate several obstacles. Such a thing can be successfully accomplished only with the whole-hearted co-operation of the South Indian Railway and the Madras Government and I doubt whether we shall be able to secure this co-operation. There are numerous bus services in the area to be served in the Coimbatore District and much unhealthy competition will have to be faced. I understand that the District Magistrate of Coimbatore would not agree to certain bus companies of Mysore running their buses up to Satyamangalam unless an equal number of Coimbatore bus companies were also allowed to ply up to Chamarajanagar. The condition of the Hasanur Ghat road and its practicability for heavy motor vehicles has also to be considered. Until recently only light motor vehicles were allowed to ply on it and these cannot be economically employed for goods traffic. At present we have no experience of road transport and I hope the

experience we may gain from the Shimoga-Sagar road transport will be of immense use to us. In the meanwhile I shall pursue enquiries as to the possibilities regarding Sir Charles Todhunter's proposals.

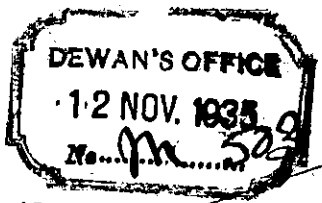
Yours Sincerely,

H.E. Nicholl

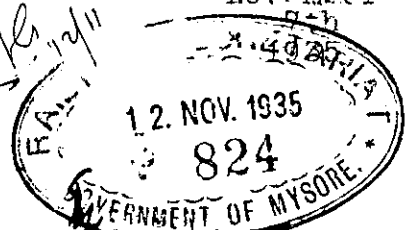
Diwan Bahadur
N.N.Ayyangar, B.A., L.C.E., M.I.E.(Ind), I.S.E.,
Secretary to the Government of Mysore for Railways,
Bangalore.

R.C. Morris

Hemmigepti Estate,
Attigen P.O.
via Mysore.



November 8th 1935



Dear Sir Mirza Ismail,

I thank you for your letter D.O.No.M. 529, dated the 27th. ultimo. I am enclosing a copy of a letter I have received from Mr. James in reply to my letter on the subject of October 3rd and 4th.

I have pointed out to Mr. James that there is no question of a loss to the Madras Government owing to the reduction of license fees on the Mysore side, the trouble involved through the South Indian Railway insisting upon a drastic reduction in bus and lorry traffic on the Mysore side at present there is only one bus running on the road (due to bus owners having to pay license fees on both the Madras and Mysore Governments) and 2 or 3 hired cars. The heavy merchandise is carried entirely in carts. It seems to me that the Madras Government's views in the matter are very short-sighted and that the loss of revenue derived from the line as a whole, once the concession is granted, should be realised by the Railway Board. Could you kindly inform me whether Mr. James's suggestion in the last part of his letter re the Mysore Planters Association taking over the Mysore Government would serve my purpose?

Yours sincerely,

R. A. Morris

Recd - 14.11.35

M.I.

11.11.35

M. 14/11/35

(Copy)

200, Mount Road,
Madras.
th. November 1935

My dear Morris,

I write with further reference to yours of October the ...th.

The position is briefly as follows :- The Railway Board is not satisfied with the Guarantee of the Coimbatore District Board unless that guarantee is under-written by the Madras Government. The Madras Government do not feel that they should be asked to under-write the whole of the guarantee and they suggest that inasmuch as the matter is one in which the Mysore Government has a predominating interest, the Mysore Government should undertake this obligation. If it were a question of under-writing only a small part of the guarantee then the Madras Government might consider the matter favourably.

There is further complication. It is necessary that a new survey should be undertaken as it is doubtful whether the results of the last survey would be accurate today. On their calculations there will only be a return of little over 1% on the outlay. If this is the case there is no chance of the Railway Board or the Central Government agreeing to the project in the present state of Railway finances.

The South Indian Railway further insist upon a drastic reduction in bus and lorry traffic on the Chamrajnagar-Satyamangalam Road if the Railway project is to be carried out. This of course involves a reduction of license fees etc. to the Madras Government.

It appears to me in the first instance that the matter is one which the Mysore Planters Association should take up with the Mysore Government pressing them to offer a guarantee more in

their present proposals if they feel sufficiently keenly on the subject. I can see the point of view of the Madras Government. The project is being pushed by the Mysore Government. As they want it and it is considered that they will benefit greatly by it, then they must be prepared to foot the bill to a greater extent. Let me know if I can do anything else.

Yours sincerely,

sd/-
F.J.James.

Draft.

R.S.1260 dt 3.1.36

To

The Secretary
to the Hon'ble the Resident
in Mysore, Bangalore.

Sir,

Subject:-- Chamarajanagar Satya-
mangalam Railway.

I am directed to state that subsequent to the issue of this office letter No.R.S.566 dated the 13th September 1934, the Mysore Durbar had the opportunity of discussing the question of the construction of the Chamarajanagar Satyamangalam Railway with the Hon'ble the Member for Railways and the Financial Commissioner for Railways. Th latter also arranged a meeting at Madras at which representatives of the M.&.S.M. Railway, the S.I.Railway, the Madras Government and the Mysore Durbar were present. As these discussions showed that one of the chief obstacles in the way of the construction of the line was the fear that the line between Chamarajanagar and Satyamangalam being in Ghat country would not pay, the Durbar even offered to guarantee the section between Chamarajanagar and Satyamangalam against loss in working. The Durbar understand that this is not enough and that unless they guarantee the line beyond Satyamangalam up to Palni via Tiruppur, agree to make up losses to existing lines from diverted traffic and bear the cost of fres Traffic and Engineering Surveys, the construction of the line is not likely to

be taken up in the near future.

2. Under normal circumstances, it would have been quite out of the question for the Durbar to undertake any guarantee for a line which is outside the Mysore State and in the construction and working of which they can have no part. In making an offer of a guarantee, the Durbar had in view the importance of the line to the State Railway system and South India generally and the certainty of the line paying ultimately in spite of the heavy capital cost. They cannot obviously undertake further liabilities in connection with lines far beyond the frontiers of the State. Any new construction undertaken, unless it is in the nature of a pure feeder, is likely to divert a certain amount of traffic from other lines and the Durbar feel that such connections have to be viewed more from the point of view of general utility to the country than one of avoiding all losses to existing Railways.

3. To ~~avoid~~ prevent this project, which is being urged for several decades, from being indefinitely postponed, the Durbar are prepared, if permitted, to undertake the construction of the entire line from Chamarajanagar to Satyamangalam subject to the following conditions, viz:--

1. Satyamangalam to be connected with Palni by a Metre Gauge Railway via Tiruppur or in the alternative with Podanur by means of

a Metre Gauge Railway to Mettupalayam and a third rail between Mettupalayam and Podanur.

2. The Durbar to be allowed to work the line up to Satyamangalam as a part of their system with permission to charge up to double the usual maximam rates on the Ghat section.

3. The traffic between the Mysore Railways and via and the S.I.Railway to be allowed to take the shortest and most natural route without impediment.

4. A similar proposal was put forward by the Durbar about 19 years ago vide this Office letter No.1858 dated the 18th December 1916, but was not agreed to by the Government of India mainly on the ground that the Madras Government had asked to be given an opportunity to consider the proposal after the war; vide Residency letter No.3857 dated the 31st May 1918. Now that the Madras Government are not keen on the project, the Durbar feel that there can be no objection to their proposal which -- amounts to their taking ~~up~~ on themselves all the risks incidental to the heavy capital expenditure and the non-paying nature of the Ghat section of the line.

5. I am to request that you will be so good as to move the Hon'ble the Resident to place the Durbar's proposal before the -- Government of India and urge for its kind acceptance.

I have &c.,

30/12/

Secretary for

No. R. S. 1260
Encls.

RAILWAY SECRETARIAT.

Dated Bangalore, ...3rd... January ...193

From

DIWAN BAHADUR
N. N. AYYANGAR, B.A., L.C.E., M.I.E. (Ind.), I.S.E.,
Secretary to Government,
Railway Department, Bangalore.

To

The Secretary
to the Hon'ble the Resident in Mysore.,
Bangalore.

SIR,

Subject.- Chamarajanagar Satyamangalam Railway.

I am directed to state that subsequent to the issue of this office letter No.R.S.666 dated the 13th September 1934, the Mysore Durbar had the opportunity of discussing the question of the construction of the Chamarajanagar Satyamangalam Railway with the Hon'ble the Member for Railways and the Financial Commissioner for Railways. The latter also arranged a meeting at Madras at which representatives of the Madras and Southern Mahratta Railway, the South Indian Railway, the Madras Government and the Mysore Durbar were present. As these discussions showed that one of the chief obstacles in the way of the construction of the line was the fear that the line between Chamarajanagar and Satyamangalam being in G country would not pay, the Durbar even offered to guarantee the section between Chamarajanagar and Satyamangalam against loss in working. The Durbar understand that this is not enough and that unless they guarantee the line beyond Satyamangalam up to Palni via Tiruppur, agree to make up losses to existing lines from diverted traffic and bear the cost of fresh Traffic and Engineering Surveys, the construction of the line is not likely to be taken up in the near future.

2. Under normal circumstances, it would have been quite out o the question for the Durbar to undertake any guarantee for a line which is outside the Mysore State and in the construction and working of which they can have no part. In making an offer of a guarantee, the

the Durbar had in view the importance of the line to the State Railway system and south India generally and the certainty of the line paying ultimately in spite of the heavy capital cost. They cannot obviously undertake further liabilities in connection with lines far beyond the frontier of the State. Any new construction undertaken, unless it is in the nature of a pure feeder, is likely to divert a certain amount of traffic from other lines and the Durbar feel that such connections have to be viewed more from the point of view of general utility to the country than one of avoiding all losses to existing Railways.

3. To prevent this project, which is being urged for several decades from being indefinitely postponed, the Durbar are prepared, if permitted, to undertake the construction of the entire line from Chamarajanagar to Satyamangalam subject to the following conditions, viz.-

1. Satyamangalam to be connected with Palni by a Metre Gauge Railway via Tiruppur or in the alternative with Podanur by means of a Metre Gauge Railway to Mettupalayam and a third rail between Mettupalayam and Podanur.
2. The Durbar to be allowed to work the line up to Satyamangalam as a part of their system with permission to charge up to double the usual maximum rates on the Ghat section.
3. The traffic between the Mysore Railways and via and the South Indian Railway to be allowed to take the shortest and most natural route without impediment.

4. A similar proposal was put forward by the Durbar about 19 years ago, vide this Office letter No.1858 dated the 18th December 1916, but was not agreed to by the Government

of India mainly on the ground that the Madras Government had asked to be given an opportunity to consider the proposal after the war; vide Residency letter No.3857 dated the 31st May 1918. Now that the Madras Government are not keen on the project, the Durbar feel that there can be no objection to their proposal which amounts to their taking on themselves all the risks incidental to the heavy capital expenditure and the non-paying nature of the Ghat section of the line.

5. I am to request that you will be so good as to move the Hon'ble the Resident to place the Durbar's proposal before the Government of India and urge for its kind acceptance.

I have the honour to be,
Sir,
Your most obedient servant,

o/c 3/1/26.
Secretary for Railways,
Government of Mysore.

SAK.

13.1.26

RAILWAY SECRETARIAT

DRAFT

Copied by ... 24 Dft

Compared by ... 4.1.36

Signed by ...

File No. ...

SUBJECT

REMINDERS ISSUED

1st Reminder ... Do

2nd " ...

3rd " ...

4th " ...

5th " ...

No. R. S. 69 Dated 4.1.36 Encls. 3 sheets

To

...

...

...

Dear Mr. Ranganathan,

I forward herewith for the information of the Agent a copy of this office letter no: R.S 1260 of 3.1.1936 issued to the Residency in regard to the Chamarajanagar - Satyamangalam extension.

Yours sincerely

...

G. N. Ranganathan Esq.
Asst Agent

...

Sub) The draft is put up to enable the Agent to know that we have adhered the Residency, and also to avoid his further enquiries

...

4/1

...

4/1

URM RS 247-2000-6-4.35

Communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F.72-36
R.O.II

RAILWAY SE... 20 JAN 1936 1256 GOVERNMENT OF MYSORE

Include in D.R.

FROM

Major C. G. N. Edwards, I.A.,
SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Railway Department.

Dated, Bangalore, the 18th Jany. *1936*.

Subject.

Chamarajanagar-Satyamangalam Railway extension.

SIR,

I am directed to acknowledge the receipt of your letter No.R.S. 1260, dated the 3rd January 1936, and to say that it has been forwarded to the Government of India for their consideration. A copy has also been forwarded to the Government of Madras.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

Subd:
A Copy of the above has been sent to the Dewan for information with daily report.
This will therefore be recorded.
21/1

BJ

A copy of this may perhaps be sent to the Agent, Mys. Rly., so as to keep him in know [illegible] matter standing.
Subd
23/1/36

RAILWAY SECRETARIAT

Copied by ... 17/2/36

Compared by ... 17/2

Signed by ... 17/2

REMINDERS ISSUED

1st Reminder ...

2nd ,, ...

3rd ,, ...

4th ,, ...

5th ,, ...

File No. ... ...

DRAFT

SUBJECT :- Chamarajanagar - Sdtya-mangalam Ry., extension.

No. R. S. 1536 Dated 17-2-36 Encls. one

To

The Agent -
Mysore Railways.
Mysore.

Sir,

I am directed to forward herewith for information, a copy of letter no. F. 72-36/R.O II (below) S) 18. 1. 1936 received from the Secretary to the Hon'ble Resident in the matter.

I have etc.,

17.2.36
for Secretary for Rp.
Govt of Mysore.

17/2

AGENT'S OFFICE,
MYSORE.

D.O.No.6195

15th.February,1936.

My dear Noronha,

As desired by the Dewan, I send herewith an Index Map of Chamarajanagar-Satyamangalam Railway marked with connected lines. If we cannot have the connection to Palni, we will be content with the one to Mettupalaiyam provided a third line allowing metre gauge trains to run through is provided between Mettupalaiyam and Podanur. The figures represent distances in miles between the two stations.

Yours Sincerely,

Charles Noronha,Esq.,M.A.,
PRIVATE SECRETARY
to the Dewan of Mysore,
Bangalore.

MSAB.

AGENT'S OFFICE,
MYSORE.

D.O.No. 501
Enc one

10th March 1936.

Dear Mr.Ayyangar,

R

Further to my D.O.No.256 dated 24-10-1935, I write to inform you that the question of running a bus and lorry services between Chamarajanagar and Tiruppur via Satyamangalam and Gobichettipalayam was pursued in communication with the Collector and District Magistrate, Coimbatore District and from a copy of his reply to -- Traffic Manager as enclosed, I am afraid it is no use of our going up to Satyamangalam and the proposal must, therefore, be dropped.

Yours Sincerely,

Diwan Bahadur
N.N.Ayyangar, B.A., L.C.E., M.I.E.(Ind), I.S.E.,
Secretary to the Government of Mysore for Railways,
Bangalore.

URM. A 189-2000-2-1-36

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE, not by NAME.

MYSORE RAILWAYS

AGENT'S OFFICE.

Mysore, _____ 193 .

No. _____/Fl. _____

Encls. _____

Letter No.D.Dis.11275/35 dated 26-2-1936 from the District Magistrate, Coimbatore, to the Traffic Manager, Mysore Railways, Mysore.

Your letter No.G.373/24 dated 5-11-1935 re: Motor Vehicles -- Bus and lorry service between Chamarajanagar and Tiruppur via Satyamangalam and Gobichettipalayam.

The gross weight of buses and lorries allowed on the ghat section is 3½ tons including luggage and passengers. Only 14 seater (1 ton) buses are allowed and no buses may run at night. The ghat section is in good order for such traffic. Owing to the fact that the services already licensed on most of the routes indicated are adequate I regret my inability to license the buses of your Railway between Chamarajanagar and Tiruppur. The question of permitting a few trips between Chamarajanagar and Satyamangalam would however be considered if the Mysore authorities would ~~xxxxxx~~ grant reciprocal facilities for the Coimbatore District buses to run from Satyamangalam to Chamarajanagar.

/copy/

A.S.

9/3/36

Copied by ... 27/24

Compared by ... 27/24

Signed by ... 27/24

REMINDERS ISSUED

1st Reminder ...

2nd " ...

3rd " ...

4th " ...

5th " ...

RAILWAY SECRETARIAT

File No. ... Confl

DRAFT

SUBJECT :— Chamarajanagar - Satyamangala Extension.

No. R. S. 817 Dated 24/4/41 Encls. ...

To

The Agent
Mysore Railways
Mysore

Sir,

In inviting reference to his office D.No: 1549 of 25 March 936 on the above subject, I am directed to request that you will be so good as to return the Railway Secretariat files of papers leading to the above as they are urgently required for disposal in another connection. They will be returned within a couple of days if required

I have etc.,

27/4/41

Secretary for Rly.,
Govt of Mysore.

27/4

VRM 317-500-25-1-36

MYSORE RAILWAYS

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE, not by NAME

AGENT'S OFFICE.

Mysore, 30th April 1936.

No. 592 /Fl. 106

Encls. one file

Read by Rly Secretary

RAILWAY SECRETARIAT
1. MAY 1936
1849
GOVERNMENT OF MYSORE.

Put with the work required in the accounts minute & return file & work 1/5/36

From

H. D. SINCLAIR, Esq.,

Agent, Mysore Railways,

MYSORE.

To

The Secretary

to the Government of Mysore for Railways,

Bangalore.

Sir,

Chamarajanagar Satyamangalam Extension.

With reference to your letter No.R.S.2017 dated 27-4-1936, I have the honour to return herewith the Railway Secretariat files of papers leading to the above as desired.

They may be kindly returned when done with.

I have the honour to be,

Sir,

Your most obedient servant,

for Agent.

A.S.

RAILWAY SECRETARIAT

File No. _____

DRAFT

Jun 23.

y ... W.W.
mpared by ... Gy 11/5
ned by ...

REMINDERS ISSUED

1st Reminder ...
2nd ,, ...
3rd ,, ...
4th ,, ...
5th ,, ...

SUBJECT Chamarajnagar - Salem - Mangalam extension.

No. R. S. 2129 Dated 11-5-36 Encls. one file

16 G 735-36 XVI

To

The Agent,
M. Rly;
Negpur

Sir,

As desired in your letter No. 592 R dy 30-4-1936, I am directed to return herewith, the Railway Secl. file No. 16-G. Secn XVI of 1935-36 leading to the above and to request that you will be so good as to return the same as early as possible as it is required in connection with the printing of the Correspondence which has since been taken up.

I have etc.,

WSH
11/5
for Secy to Govt.
Rly. Dept.
(S) f.n.b. of Negpur
11/5 Gy

No. 4149

6th May 1936.

My dear Sir Guthrie,

I was interested in reading your remarks in reply to the interpellation of Mr Vellingiri Gownder in the Council of State last month regarding the extension of the Nanjangud-Chamarajanagar Railway to Satyamangalam. You appear to have stated that "the Mysore Government have recommended this line being built. The investigations made some years ago are now out of date and further surveys will be necessary before the project can be considered in detail. The Mysore Government have been asked if they are willing to pay for these surveys, but have not yet replied."

You had evidently not seen our letter of January 3, 1936, on this very subject to the Government of India. I enclose you a copy for kind perusal.

I trust that you will deal with this matter, a most important one to the State, in a sympathetic manner.

With very kind regards,

Yours sincerely,

(Sd) M.V.

W.C.D.
Ans
6/5

The Hon'ble
Sir Guthrie Russell, Kt.,
Chief Commissioner of Railways,
DELHI.

D.O.No. 516-W.

DEWAN'S OFFICE
MAY 1936
No. M 1218

RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

~~Simla~~ ~~New Delhi~~, the 15th May 1936.

Dear Sir Mirza,

A copy of the letter attached to your D.O. No.4149/Are dated 6th May 1936 was sent to this office some weeks ago. As pointed out in the Financial Commissioner's D.O. to you, No. 516-W dated 14th September 1935, the Government of India feel that it is essential to make a new engineering and traffic survey of the whole line before its construction can be considered. They do not see much point in undertaking such a survey unless they can be guaranteed against a loss in respect of the whole undertaking, but they would be prepared to carry it out at the expense of the Mysore Govt. This point is mentioned at the end of para 1 of the letter attached to your D.O. but the proposals made in para 3 do not answer it.

An examination of the Letter shows that its proposals do not differ very much from the suggestions previously made, to which the Financial Commissioner's D.O. was a reply, except that it proposes that the Mysore Govt. should be entirely responsible for the construction and working of the Chamarajanagar-Satyamangalam line instead of guaranteeing it. No mention is made of the losses which would be involved in the construction of the rest of the project which are sure to be considerable, though till the new survey is made, they cannot be estimated with any close degree of accuracy. The Financial Commissioner has pointed out that the Government of India are not in a position to face these losses, so I am afraid that so far, no great advance has been made.

Yours sincerely,

Sir Mirza M. Ismail, Kt., C.I.E.,
Dewan of Mysore.

RAILWAY SECRETARIAT
22 MAY 1936
1966
GOVT. MYSORE.

Pub upamm
Udo 22/5

XY Rly Secy
25-5-36

D.O.No.670
& one

AGENT'S OFFICE,
MYSORE.

12th June 1936.

My dear Ramanathan,

Re: Sir Guthrie Russell's letter about Chamarajanagar Satyamangalam Railway, I have sent a note on the file.

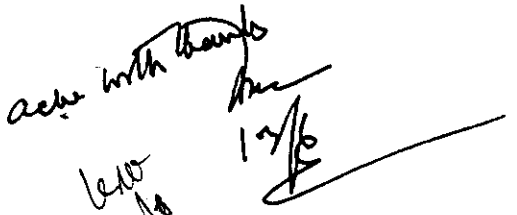
I now enclose privately a draft on the lines that I think a reply may be sent to Sir Guthrie Russell.

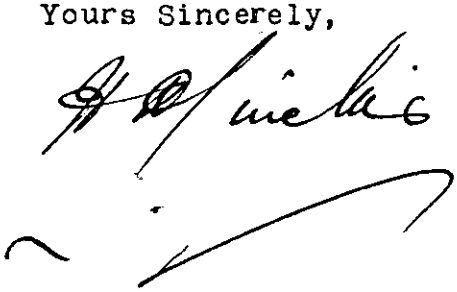
I am quite sure that the draft will need a lot of alteration as I am not versed in diplomatic language. But I think that a reply should be sent on the lines suggested in the draft.

I do not for a moment believe that the Government of India will allow the State to construct and work a line outside their own territory, but I do think that this offer will to some extent, embarrass them and they will not in future be able to put forward so freely the cost of construction and loss in working such a line will entail.

I leave this question (naturally of course) entirely for the Dewan and Government to decide and have merely put forward my views on the subject.

Yours Sincerely,





A.V.Ramanathan, Esq., B.A.,
Secretary to the Government
of Mysore for Railways,
Public Offices,
Bangalore.

I have to thank you for your D. O. No.516-W., of the 15th. May.

I note that the Government of India think that, before considering the question of a line to connect Chamarajanagar with the South Indian Railway, a new Engineering and Traffic survey is essential. The Mysore Government however feel that so much money has already been spent on these surveys, that further expenditure in this direction is justifiable only if such surveys are intended to be followed by early construction. I also feel that if a survey is essential, the Mysore Government who have competent Railway Engineers and Traffic staff of their own can undertake the work satisfactorily instead of paying the South Indian Railway 2 lakhs for the work. If however the South Indian Railway feel that their co-operation is necessary, any Officers they wish to be associated with the survey will be welcomed.

As regards making good the anticipated loss in working, I thought the Mysore Government had taken the main burden on themselves by agreeing to undertake the construction of the costly ghat section. The further connection from Satyamangalam to Palni no doubt involves the construction by the Government of India of over 100 miles of Railway; but the alternative connection to Podanur <u>via.</u> Mettupalaiyam leaves only 30 miles or less of new line in plain country to be so constructed with

a third rail between Mettupalaiyam and Podanur If the Government of India cannot see their way to finance the construction of even this short section without a guarantee, this Government is prepared to go further and construct the entire line between Chamarajanagar and Mettupalaiyam provided the working of the line is left to them, as it is only fair and equitable that the agency that -- constructs a line should be allowed to work it. This will leave only the provision of a third rail between Podanur and Mettupalaiyam to be financed by the Government of India as this Government cannot obviously have anything to do with this Section.

In short, if the Government of India are prepared to consider the idea of the Mysore Government constructing and working a line from Chamarajanagar to Mettupalaiyam we are prepared to take up the necessary surveys immediately and place the result before the Government of India and with their approval start construction. The only contribution by the Government of India will then be to connect Mettupalaiyam to Podanur on the Metre Gauge by means of a third rail.

I make this offer as we are naturally anxious, and have been for years, to get an outlet to the South for our Railway instead of its terminating in a blind end as at present. I earnestly request that the offer

may be viewed sympathetically and the Mysore Government helped to realize one of their long cherished desires.

RAILWAY SECRETARIAT

Copied by .....

Compared by .....

Signed by .....

REMINDERS ISSUED

1st Reminder .....

2nd „ .....

3rd „ .....

4th „ .....

5th „ .....

File No. .....

DRAFT

SUBJECT

No. R. S. 122 Dated 15/6/36 Encls. .....

To

.....

.....

.....

Slip Y
A

My dear Sinclair,

I write to acknowledge with thanks, the receipt of your D.O. no: 670 of 12. 6. 936 enclosing a draft letter to Sir Guthrie Russell, Chief Commissioner of Railways, in regard to the Chamarajanagar-Satyamangalam Railway.

Yours sincerely

BN 15/6

H. D. Sinclair Esq O. D.,
Agent. Mysore Rys.,

G.P.O.
15/6

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F. 72-36
R.O. II.

Rec'd at 3 p.m.

22.6.36

RAILWAY SECRETARIAT
22 JUN. 1936
2183
GOVERNMENT OF MYSORE.

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Railway Department.

Dated Bangalore, 22nd June *1936*.

Chamarajanagar - Satyamangalam Railway extension.

SIR,

I am directed to refer to your letter No.R.S.1260, dated the 3rd January 1936, in which it is proposed that the Mysore Government should be allowed to undertake the construction of the line from Chamarajanagar to Satyamangalam, on the following conditions:-

(1) Satyamangalam to be connected with Palni by a metre gauge railway via Tiruppur, or in the alternative, with Podanur by means of a metre gauge railway to Mettupalayam and a third rail between Mettupalayam and Podanur.

(2) The Mysore Government to be allowed to work the line up to Satyamangalam as a part of their system, with permission to charge up to double the usual maximum rates on the Ghat section.

(3) The traffic passing between the Mysore Railways and the South Indian Railway, whether it has originated on the Mysore Railway or elsewhere, to be allowed to take the shortest and most natural route without impediment.

2. I am to point out that these conditions would ensure the Government of India from loss so far as the portion of line between Chamarajanagar and Satyamangalam is concerned, but would require them to bear the financial burden of the link between Satyamangalam and the metre gauge lines of the South Indian Railway. It seems not unlikely that the construction of this

link ..

link would result in a loss; and as the existing engineering and traffic surveys are out of date, the Government of India consider it essential that they should be revised before the question of construction can be seriously considered. If, after considering the result of the surveys, the line is finally constructed, the cost of the surveys will be debited to the capital expenditure of the railway; but if, on the other hand, it is decided to drop the scheme, the expenditure will be a dead loss. The Government of India do not feel that in the present financial position of railways they would be justified in contemplating the possibility of such a loss, which would amount to about Rs.2 lakhs; and they regret therefore that they cannot agree to pay for the surveys.

3. The Government of India add that a further point that needs mention is that when considering the financial results of a project, its effect on existing railways cannot be ignored. It seems certain that part of the traffic over the new route now proposed would be secured from traffic diverted from lines now in existence; and the Government of India cannot consent to bear the ensuing loss to these lines.

4. To sum up, the proposals of the Mysore Government would result in the loss, if any, on the Chamarajanagar-Satyamangalam section being borne by that Government and the loss on the connecting link and that due to diversion of traffic from existing lines being borne by the Government of India. The Government of India, however, are unable to agree to such a state of affairs, and would require to be guaranteed against a loss in respect of the whole undertaking.

5. If, in the light of the above views, the Government of Mysore still desire to take on the scheme, and would be prepared (i) to bear the cost of the surveys, should this expenditure prove infructuous, and (ii) to guarantee the

Government ..

Government of India against loss on the whole undertaking, the Government of India would be prepared to undertake the surveys and to associate an officer of the Mysore State with them if the State so desire.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

Sent for personal
22-6-36
Dewan)

KS. May I show to the Agent. The attitude of the Govt of India seems to be, I say the back most-powerful.

22-6-36

To

The Secretary to the Hon'ble the
Resident in Mysore,
Bangalore.

Sir,

I am directed to refer to your lett
No.F.72-36/20-11 dated 22nd June 1936, conveying the views of the Government of India on the proposals of the ~~Durbar~~ Government of Mysore regarding the construction of a Railway line between Chamarajanagar and Satyamangalam. It would appear therefrom that the Government of India feel some difficulty about accepting the proposals of ~~the Durbar on account of three factors.~~ this Govt to the following reasons:—

(i)That while the Government of Mysore have expressed their willingness to undertake responsibility for any loss that might accrue from the working of the section between Chamarajanagar and Satyamangalam, the Government of India have not been relieved of the financial burden of the link between Satyamangalam and the Metre Gauge Lines of the South Indian Railway Company and that they are not prepared to shoulder this responsibility.

(ii)That when estimating the financia results of the undertaking in this connection, ~~its~~ effect on existing Railways cannot be ignored, ~~and~~ that ~~the~~ Government of India cannot consent to bear the ensuing loss to these lines ~~which~~ may be caused by a diversion of traffic.

(iii)That since ~~it~~ is not unlikely that the construction of this link would result in a loss, it is essential that the

existing Traffic and Engineering Surveys be revised before the question of construction can be seriously considered.

2. As regards the first point, the ~~Durbar~~ Govt of Mysore have already offered to shoulder the larger portion of the financial burden of the undertaking by agreeing to construct the section between Chamarajanagara and Satyamangalam, comprising the ~~costliest~~ most section of the new line, viz., the ghat section, on condition that they are allowed to work the line upto Satyamangalam as part of their own system. The further connection from Satyamangalam to Palni, no doubt, involves the construction by the Government of India of over one hundred miles of Railways, but the alternative connection to Podanur via Mettupalaiyam leaves only about thirty miles ~~or less~~ of new line to be constructed in plain country, with the provision of a third rail between Mettupalaiyam and Podanur. The ~~Durbar~~ Mysore Govt feel that they have stretched their resources in agreeing to finance and construct a line lying outside the boundaries of the State, viz., the section between Chamarajanagar and Satyamangalam; and that under normal circumstances it would have been impossible to accept any further liability. In the present case, however ~~the Durbar view~~ they consider the proposed link as so important to the Mysore Railway system and to South India generally and so certain to pay in spite of the heavy capital cost, that in case the Government of India do not feel it possible to finance the construction of even

the short section between Satyamangalam and Mettupalaiyam, they are prepared to go a step further and to construct the entire line between Chamarajanagar and Mettupalaiyam provided they are allowed to work the line as part of their own system. If this offer is accepted, all that remains will be the provision of a third rail between Mettupalaiyam and Podanur - a comparatively small piece of work which the Mysore Durbar cannot undertake for obvious reasons.

In going so far, the Government of Mysore Durbar is moved by a desire cherished for several decades to secure an outlet towards the South for ~~its~~ their Railway which now terminates in a blind end, ~~and to open out the large District of Mysore with its agricultural, Forest and Mineral resources.~~

3. As regards the second point, in para 3 of the letter under advertance, the Government of India state that "when considering the finanacial results of the project its effect on existing Railways cannot be ignored" and add: "It seems certain that part of the traffic over the new route now proposed would be secured from traffic diverted from lines now in existence and the Government of India cannot consent to bear the ensuing loss to these lines." The ~~Mysore Durbar~~ concede that some traffic will be diverted from the existing lines, but would like to stress the point that any new construction undertaken, unless it is in the nature of a feeder, pure and simple, is likely to divert a certain amount of traffic from other lines. This consideration cannot, however, stand in the way of a line of the

kind in question, intended to connect two large systems and provide a much desired short route between the Mysore plateau on the one hand and the Southern and Western Districts of the Madras Presidency on the other. As a matter of fact, a good deal of traffic between these areas has either already been lost to the Railway or is being carried at ridiculously low rates owing to competition from road vehicles. The proposed short-circuiting is likely to be the means of winning back such traffic to the Railway at reasonable rates. This and the fresh traffic that will be created by the new line will, it is expected, more than make up for such losses. There are obviously two risks involved in the proposed undertaking, viz., the risk of the capital invested proving unremunerative and the risk of the existing lines losing a certain amount of revenue. As the Govt of Mysore are prepared to face the former risk almost entirely, it is perhaps not too much that the Government of India should take up the latter which, as already pointed out above, cannot be very great.

4. As regards the last point raised by the Government of India, viz., the question of fresh Traffic and Engineering Surveys, the Govt of Mysore feel that so much money has already been spent on these surveys, that they cannot undertake any further expenditure in this direction, unless there is some assurance that the survey will be followed by early construction. If they are permitted to take up the

construction of the entire section from Chamarajanagar to Mettupalaiyam at their own cost, a fresh Engineering Survey will be mainly their concern. ~~The Durbar's~~ Govt offer to construct this line being subject to the condition that they should be permitted to work the line and that there should be no question of compensating existing lines for short-circuiting, a traffic survey, the main object of which would be to ascertain losses from diversion of traffic, is hardly necessary. If surveys are still considered essential, the Mysore Government who have competent Engineering and Traffic staff of their own can undertake the work satisfactorily; in which case they are prepared to associate with their staff any officers that the S.I.Railway Co may depute for the purpose.

5. In conclusion I am directed to reiterate the opinion of ~~the Durbar~~ the Mysore Govt that the proposed line is highly desirable not only in the interests of the Mysore State but in the interests of several Districts of the Madras Presidency and ~~the development of Cochin Harbour~~ Southern Railway generally. It is on this account that the ~~Durbar~~ Govt are prepared to incur a very heavy capital expenditure beyond the limits of the State, and they earnestly request that the Government of India may consider the scheme from the same point of view and not from that of any slight loss of traffic that existing lines may have to incur. ~~It is the earnest desire of the~~ The Durbar are also convinced ~~Durbar~~ that even the lines that at first sight may appear to be adversely affected will ultimately benefit from the new line.

→ cost which would be defrayed mainly by the Railway Co

am to request you to move the Hon'ble
he Resident in Mysore to use his good
ffices with the Government of India to
ecure their sanction for a project ~~with~~ which
ll be of considerable economic benefit to
~~hich the prosperity of~~ the State ~~and~~ and to
everal Districts of the Madras Presidency.
~~re so intimately connected.~~

I have etc

6-7-36

No. R. S. 405
Encls.

RAILWAY SECRETARIAT.

Dated Bangalore, ...28th August 1936.

FROM

THE *Secretary to Government,*
Railway Department, Bangalore.

To

The Secretary
to the Hon'ble the Resident in Mysore, Bangalore.

SIR,

I am directed to refer to your letter No.F.72-36/20-11 dated 22nd June 1936, conveying the views of the Government of India on the proposals of the Government of Mysore regarding the construction of a Railway line between Chamarajanagar and Satyamangalam. It would appear therefrom that the Government of India feel some difficulty about accepting the proposals of this Government for the following reasons:-

(i) That while the Government of Mysore have expressed their willingness to undertake responsibility of any loss that might accrue from the working of the section between Chamarajanagar and Satyamangalam, the Government of India have not been relieved of the financial burden of the link between Satyamangalam and the metre gauge lines of the South Indian Railway Company and that they are not prepared to shoulder this responsibility.

(ii) That when estimating the financial results of the undertaking in this connection, its effect on existing Railways cannot be ignored, and that the Government of India cannot consent to bear the ensuing loss to these lines which may be caused by a diversion of traffic.

(iii) That since it is not unlikely that the construction of this link would result in a loss, it is essential

Traffic
that the existing/and Engineering Surveys be revised before the question of construction can be seriously considered.

2. As regards the first point, the Government of Mysore have already offered to shoulder the larger portion of the financial burden of the undertaking by agreeing to construct the section between Chamarajanagar and Satyamangalam, comprisir the most expensive section of the new line, viz., the ghat section, on condition that they are allowed to work the line upto Satyamangalam as part of their own system. The further connection from Satyamangalam to Palni, no doubt, involves the construction by the Government of India of over one hundred miles of Railway, but the alternative connection to Podanur via Mettupalaiyam leaves only about thirty miles of new line to be constructed in plain country, with the provisior of a third rail between Mettupalaiyam and Podanur. The Mysore Government feel that they have stretched their resources in agreeing to finance and construct a line lying outside the boundaries of the State, viz the section between Chamarajanagar and Satyamangalam; and that under normal circumstances it would have been impossible to accept any further liability. In the present case, however, they consider the proposed link as so important to the Mysore Railway system and to South India generally and so certain to pay in spite of the heavy capital cost, that in case the Government of India do not feel it possible to finance the construction of even the short section between Satyamangalam and Mettupalaiyam, they are prepared to go a step further and to construct the entire line between Chamaraja nagar and Mettupalaiyam, provided they are allowed to work the line as part of their own system. If this offer is accepted, all that remains will be the provision of a third rail between Mettupalaiyam and Podanur - a comparatively small piece of work which this Government cannot undertake for obvious reasons.

In

In going so far, the Government of Mysore are moved by a desire cherished for several decades to secure an outlet towards the South for their Railway which now terminates in a blind end.

3. As regards the second point, in para 3 of the letter under advertance, the Government of India state that "when considering the financial results of the project its effect on existing Railways cannot be ignored" and add: "It seems certain that part of the traffic over the new rout now proposed would be secured from traffic diverted from lines now in existence and the Government of India cannot consent to bear the ensuing loss to these lines". The Government of Mysore concede that some traffic will be diverted from the existing lines, but would like to stress the point that any new construction undertaken, unless it is in the nature of a feeder pure and simple, is likely to dive a certain amount of traffic from other lines. This consider tion cannot, however, stand in the way of a line of the kind in question, intended to connect two large systems and provid a much desired short route between the Mysore plateau on the one hand and the Southern and Western Districts of the Madra Presidency on the other. As a matter of fact, a good deal of traffic between these areas has either already been lost to the Railway or is being carried at ridiculously low rates owing to competition from road vehicles. The proposed short-circuiting is likely to be the means of winning ~~stee~~ back such traffic to the Railway at reasonable rates. This and the fresh traffic that will be created by the new line will, it is expected, more than make up for such losses. There are obviously two risks involved in the proposed under taking, viz., the risk of the capital invested proving un-remunerative and the risk of the existing lines losing a certain amount of revenue. As the Government of Mysore

are prepared to face the former risk almost entirely, it is perhaps not too much that the Government of India should take up the latter which, as already pointed out above, cannot be very great.

4. As regards the last point raised by the Government of India, viz., the question of fresh Traffic and Engineering Surveys, the Government of Mysore feel that so much money has already been spent on these surveys that they cannot undertake any further expenditure in this direction, unless there is some assurance that the survey will be followed by early construction. If they are permitted to take up the construction of the entire section from Chamarajanagar to Mettupalaiyam at their own cost, a fresh Engineering Survey will be mainly their concern. The offer of this Government to construct this line being subject to the condition that they should be permitted to work the line and that there should be no question of compensating existing lines for short-circuiting, a traffic survey, the main object of which would be to ascertain losses from the diversion of traffic, is hardly necessary. If surveys are still considered essential, the Mysore Government who have competent Engineering and Traffic staff of their own can undertake the work satisfactorily, in which case they are prepared to associate with their staff any officers that the South Indian Railway Company may depute for the purpose.

5. In conclusion I am directed to reiterate the opinion of the Government of Mysore that the proposed line is highly desirable not only in the interests of the Mysore State but in the interests of several Districts of the Madras Presidency and South India generally. It is on this account that this Government are prepared to incur a very heavy capital expenditure beyond the limits of the State, and they earnestly request that the Government of India

of India may consider the scheme from the same point of view and not from that of any slight loss of traffic that existing lines ~~may~~ mgll. have to incur loss which, as indicated earlier, is unlikely to be permanent. I am to request you to move the Hon'ble the Resident in Mysore to use his good offices with the Government of India to secure their sanction for a project which will be of considerable economic benefit to the State and to ~~several Districts~~ Sn. N. India generally. of the Madras Presidency.

I have the honour to be,
Sir,
Your most obedient servant,

7.8.36

Secretary for Railways,
Government of Mysore.

7.8.36.

SAK.